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ABSTRACT

This report contains the following seven parts: (1) Brief History of Santa Monica College (SMC), which summarizes SMC's vision and mission; (2) Development Concepts, which includes the purpose and process of the master plan, design and development principles, preferred concepts, and constituency meetings issues; (3) Final Proposed Master Plan, which describes the master plan concept, program elements, key plan, illustrative plan, aerial perspective, and model; (4) Phasing, which discusses program elements by phase; (5) Other Planning Issues/Satellites, which include discussions on facilities at Madison and the airport, and additional land acquisition on the main campus; (6) Landscape Concept Plan, which includes a project overview, historic background, design principles, and landscape zones; and (7) Parking/Transportation, which discusses parking and access design guidelines, summary of existing parking and access conditions, proposed parking plan, proposed vehicular access and internal circulation plan, proposed service plan, proposed campus shuttle and public transportation, and parking demand and trip generation estimates. Appended at the end of this report are the Infrastructure Impact Assessment Technical Report and Landscape Palette Options. (VWC)

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SANTA MONICA COLLEGE

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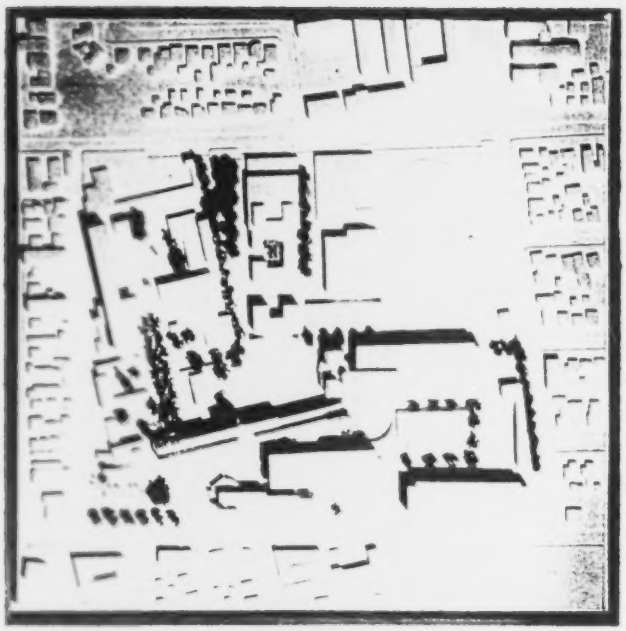

Summary Final Report for the

Santa Monica College Master Plan

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Gensler

January 1998

Table of Contents

I. BRIEF HISTORY OF SMC 1
- A. Santa Monica College's Vision and Mission

I. DEVELOPMENT CONCEPTS 4
- A. Purpose of the Master Plan
- B. Process of the Master Plan
- C. Design and Development Principles
- D. Preferred Concepts
- E. Constituency Meetings Issues

III. FINAL PROPOSED MASTER PLAN 16
- A. Master Plan Concept
- B. Program Elements
  1. Key Projects
  2. Other Projects
- C. Key Plan
- D. Illustrative Plan
- E. Aerial Perspective
- F. Model

IV. PHASING 27
- A. Program Elements by Phase

V. OTHER PLANNING ISSUES/ SATELLITES 36
- A. Madison
- B. Airport
- C. Additional Land Acquisition on Main Campus

VI. LANDSCAPE CONCEPT PLAN 37
- A. Project Overview
- B. Historic Background
- C. Design Principles
  1. Open Space
  2. Connectivity
  3. Landscape Heritage
- D. Landscape Zones
  1. Activities
  2. Elements

VII. PARKING/TRANSPORTATION 43
- A. Parking and Access Design Guidelines
- B. Summary of Existing Parking and Access Conditions
- C. Proposed Parking Plan
- D. Proposed Vehicular Access and Internal Circulation Plan
- E. Proposed Service Plan
- F. Proposed Campus Shuttle and Public Transportation
- G. Parking Demand and Trip Generation Estimates
  1. Present Day Parking Demand Model
  2. Future Parking Need Estimates
  3. Trip Generation Rates

APPENDIX A: INFRASTRUCTURE IMPACT ASSESSMENT TECHNICAL REPORT 63
APPENDIX B: LANDSCAPE PALETTE OPTIONS 73

I. BRIEF HISTORY OF SANTA MONICA COLLEGE

Santa Monica College, a California public community college, is located on several sites in the City of Santa Monica. There are four satellite campuses in addition to the 37-acre main campus located on an urban site just south of the Interstate 10 freeway and about 18 blocks east of the Pacific Ocean.

Over the last half century, the Main Campus has developed into a widely recognized academic institution and an asset to the community. The only outdoor municipal pool in the community is located on campus, and the college library and other facilities are open to use by the community as well. The college's mission of providing exceptional educational programs that will prepare students for successful careers, either through job training or as preparation for transfer to universities for undergraduate, graduate, or professional education has brought large enrollments of students of all ages, nationalities and ethnic backgrounds. Today, there are over 23,000 students among the Santa Monica College Main Campus and Satellites. The physical plant, however, has not been able to keep the necessary pace to accommodate growth. The buildings and open spaces- the places where people interact, learn, and live- lack the clear organization and supportive structure that is so strongly expressed by the College and its vision, values, and mission.

The 1994 Northridge Earthquake caused a significant amount of damage to the Main Campus. The Science Building and Parking Structure B were demolished due to irreparable damage. Many other buildings sustained less fatal injuries, but the resulting consequences have been considerable disruption to campus operations and time consuming repairs. Temporary and modular buildings have been placed on tennis courts and parking lots during the campus wide revitalization. Approximately 700 parking spaces were lost on the main Campus. With Federal Emergency Management Agency (FEMA) funding and the cooperation of the City of Santa Monica, the College established a shuttle system between the Main Campus and the Santa Monica Airport, near the Airport campus, to provide convenient access to a temporary parking supply.

At the present time the Main Campus on Pico Boulevard lacks identity. The edges of the campus give little indication of the nature of the rich educational experience within the site. The campus appears as an unrelated collection of buildings, modular structures, and pathways that are merely functional access routes. Front doors to buildings are neither defined nor well marked. There is almost a total absence of signage, and new students and visitors are confronted with a confusing experience once they enter the campus.

As devastating as the recent earthquake was, it also acted as a catalyst for change in Santa Monica College. The College has become eligible for FEMA funds to replace the Science Building, the Liberal Arts Building, and Parking Structure B. With the potentials for opportunities to combine those funds with other public funds, a physical armature has been developed through the Master Plan that would give coherence to the campus.

Santa Monica College's Vision and Mission

The first steps in the Master Plan process is to clearly understand the College's vision, values and mission as well as the functional and organizational requirements.

Santa Monica College has clearly articulated their vision and mission:

Vision

" Changing lives through excellence in education for a global community".

Mission

"Santa Monica College believes that individuals should develop their full potential. Our mission is to challenge and enable students to set and achieve personal educational goals, and understand their personal relationship to the social, cultural, political, economic, technological, and natural environments.

To fulfill this mission, the College provides open and affordable access to excellent programs that prepare students for successful careers, develop college-level skills, enable transfer to universities for baccalaureate and advanced graduate and professional education, and foster a personal commitment to lifelong learning.
We prepare our students to interact with and contribute to the global community.

Santa Monica College is representative of, and sensitive to, the racial and cultural diversity of our community. We promote creativity, collaboration and the free exchange of ideas in an open, caring community of learners. We encourage continual development of our individual talents and recognize the critical importance of each person to the achievement of our common purpose".

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II. DEVELOPMENT CONCEPTS

Purpose of the Master Plan

In January of 1997, Santa Monica College (SMC) invited proposals for master planning services, the end result of which was to include:

1. A formal resolution on future development on SMC lands by SMC Board of Trustees.
2. Environmental review of the those academic and student service projects fully within the purview of the SMC Board of Trustees.
3. Development entitlements with appropriate governmental officials on certain other future development on SMC land.

A multidisciplinary consulting team, under the leadership of Gensler, was selected to perform these services.

The purpose of the Master Plan is to create a campus that is visually and functionally representative of the unique spirit and ideals of this college community. At the present time the main campus on Pico Boulevard lacks identity. The edges of the campus give little indication of the nature of the rich educational experience within its 38 acre site. Few people in the city of Santa Monica realize that the main campus is the hub of a system that currently includes four satellite campuses.

The Educational Master Plan, too, is a strong statement of specific strategies to guide the administration, faculty and staff as they work to meet the needs of the present anticipate the demands of the future. Yet, the physical environment of the campus - the buildings and the open spaces, the places where people interact, learn and live - this environment lacks the clear organization and supportive structure that is so strongly expressed by the College in their vision, values and mission.

The Master Plan effort, while charged with resolving planning issues such as capacities and circulation, overlays a physical armature that would develop a coherent campus plan. The overlay of the new physical order brings a renewed presence and image to the neighboring community.

Process of the Master Plan

In order to achieve the goals of the Master Plan, the Master Plan process went through the following phases:

- Visioning Phase
- Analysis Phase
- Options Phase
- Public Outreach Programs for Analysis and Options Phases
- Final Plan Phase

During the initial period of this process, the College formed a Master Plan Advisory Committee that would have a continuous involvement throughout the entire process of the Master plan. The committee included the College-wide Coordinating Council with representatives from different College/Community Groups.

Visioning Phase

In order to achieve the objectives of the Master Plan, the project began with a "Strategic Visioning" Workshop which outlined the main goals of the Master Plan. These goals focused on providing a sense of order through the redefinition of spaces and the relationships between buildings, and include:

- Creation of the conceptual links between Santa Monica College's educational vision and the facilities that are required to support that vision;
- Development of concepts for organizational models, relationships and adjacencies of the various functions of the college; and
- Development of design principles for the physical Master Plan that are based upon Santa Monica College's vision for its facilities.

The Master Plan process was kicked off with the half-day workshop on March 31, 1997. The workshop outlined the main goals of the Master Plan. These goals focused on the new physical order that would bring a renewed presence and image to the neighboring community.

The consulting team facilitated a 4 hour session in which participants developed a vision for the growth of the college and provided information that eventually lead to the development of the key Design Principals for the Master Plan.The participants were from a wide range of groups representing different departments/functions in the college.

Analysis Phase

The Analysis Phase was a process of discovery. During this phase of the planning process, the goal was to develop a thorough understanding of the Santa Monica College campuses by reviewing background materials and identifying opportunities and constraints for future development. This included:

- Review of available technical information
- Review of the previous planning studies
- Public policy issues review, including zoning and environmental constraints
- Historic research

An extensive analysis of the existing physical conditions on campus was a critical part of this phase . This included:

- Regional context within the City of Santa Monica
- Local context within the immediate neighborhood
- Land use
- Areas with potential for growth
- Building uses/conditions
- Vehicular and pedestrian access and circulation
- Parking, traffic and public transportation
- Infrastructure, civil and communications
- Open space and landscape
- Campus character, views and landmark

Options Phase

In the Options Phase a range of conceptual options were developed that focused on the future growth of the Santa Monica College Campuses and related systems. The Design Principles developed based upon the knowledge gained during the visioning sessions, the Analysis Phase and the first round of the Public Outreach meetings helped establish a program and direction for the development of the Options.
The Options Phase demonstrated various ways of achieving the Principles and the issues the college is facing through studying the alternatives in the following three categories:

- Projects immediately at hand
- Initial development of the master plan and its implementation
- Intermediate and Long term master planning and its implications

The materials presented in this phase included:

- Final Design Principles
- Location of the new Municipal Pool on Santa Monica College campus
- FEMA Options/Alternatives
  - Replacement or renovation of the Liberal Arts building
  - Replacement of the Parking Structure B
- Images of campus design elements reflecting the ideas put forth in the options
  - Entries
  - Main quad
  - Secondary courts
  - Connections
  - Boulevards
- Studies for the development of conceptual options for the final master plan
  - Preferred Concept diagrams
  - Phasing of the preferred Concept diagrams
    - Concept diagram
    - Initial development
    - Intermediate
    - Long Term
- Implementation of the Master Plan, Phasing Diagrams
  - Relocation Strategies
  - Demolition
  - New Construction
- Program Site Capacity Study
  - Present Parking Demand Model
  - Present Day Parking Inventory

Public Outreach Programs

A critical component of the project was the extensive proactive community outreach program that was conducted at the conclusion of both the Analysis Phase and the Options Phase of the Master Plan. The programs were designed to involve the community in the Master Plan process from the outset, building consensus and a support base for the plan as it was going through the development process.

The first series of the community meetings (15 meetings) were focused on presenting the findings in the Analysis Phase and discussing the issues raised during these studies.

The second series of the community meetings (18 meetings) were held after the Options were developed. The participants had the opportunity to give their input and critique the options based upon their particular point of view.

The communities were defined and categorized into three groups representing diverse set of perspectives in the planning process:

1. The Impact Groups
    - The business community represented by the Chamber of Commerce and select business leaders
    - The school community represented by PTA and adjacent business leadership
    - City of Santa Monica Staff
    - The College Neighbors
    - The Malibu Community
    - Private Groups
2. The Resource Group
    - Santa Monica Community at large
    - West Los Angeles Community (5 miles radius, i.e. Mar Vista, Beverly Hills)
    - Broader LA Basin
3. The Internal College Community
    - Faculty
    - Students
    - Staff
    - Trustees
    - Others

Participation was encouraged through direct contact, as well as general outreach. Each of the Impact Groups and the College Groups were invited individually. General Outreach was accomplished through newspapers and radio announcements, as well as mailings, to every Santa Monica and Malibu resident and business. Over 60,000 notices were mailed twice during the Master Plan Outreach Program.

During the two rounds of the Public Outreach Programs, over 1000 people participated, with the College, in the planning process.

Final Plan Phase

In this phase, working from the agreed upon option, the Final Master Plan was developed. The objective of this phase was to refine and expand the preferred concept into a working framework permitting the development and implementation decisions to be made in a logical basis.

This summary final plan document presents the process and result of the final phase of the Master Plan in a summery format.

The detailed review of the Visioning, Analysis, Options Phases are available in the Master Plan Document Book Volume I, II, III. This document has been submitted to the members of the Board of Trustees and the College at the end of each phase and is also available for the Public to review and as a reference document in the College Library.

The active participation and involvement of the college, throughout the entire Master Planning process and their rigorous and continuos efforts in creating a balanced bridge between the needs of the College, the Community and the City of Santa Monica has played a critical role in the development of the plan.

List of Participants:

Piedad F. Robertson	Superintendent President
Tom Donner	Vice President, Business Affairs
Rocky Young	Vice President, Planning and development

Members of the Board of Trustees

Nancy Cattell	Chair
Herb Roney	Vice Chair
Carol L. Currey	
Dorothy Ehrhart-Morrison	
Ilona Jo Katz	
Patrick Nichelson	
Annette Shamey	
Ailia S. Coley	Student Trustee

Senior Staff

Piedad F. Robertson	Superintendent/President
Thomas J. Donner	Vice President, Business and Administration
Cheryl Miller	Business Services Administrator
Robert Sammis	Vice President, Human Resources
Darroch "Rocky" Young	Vice President, Planning and Development
Randal Lawson	Vice President, Academic Affairs
Robert Adams	Vice President, Student Services

Strategic Planning/Master Planning/Design Team

Gensler
CSGS
Kaku & Associates
Ove Arup & Partners
PCR
PSOMAS
SWA
Renzo Zecchtto Architects

Master Plan Advisory Committee

Piedad F. Robertson	Co-Chair, Superintendent/President
Rocky Young	Co-Chair, Vice President, Planning and Development
Bobby Adams	Vice President, Student Affairs
Merle Arnold	Chair, Department Chair Committee
Greg Brown	Director, Telecommunication/Media Services
Alan Buckley	Past President, Academic Senate
Fran Chandler	President, Faculty Association
Ailia Coley	Student Trustee
Ellen Cutler	Co-Chair, Program Review Committee
Tom Donner	Vice President, Business & Administration

Ryan Flegal	Associated Student President
Jeff Frazier	Vice President, CSEA
Dot Gelvin	Dean, Personnel Services
Don Girard	Director, Marketing
Pete Hansen	Facilities Service Administrator
Deborah Hudson	Director, Information Management
Herb Katz	Architect, General Advisory Board, Community Representative
Lucy Kluckhohn	Co-Chair, Program Review Committee
Randy Lawson	Vice President, Academic Affairs
Fran Manion	President, Academic Senate
Ray Martin	President, CSEA
Gloria Mottler	Vice President, Classified Senate
Jim Mount	Architect, General Advisory Board, Community Representative
David Muller	Facilities Management Consultant
Tony Prestby	President, Classified Senate
Jeff Shimizu	Dean, Instruction
Susan Sterr-Ryan	Chair, curriculum Committee

Design and Development Principles

Based upon the goals developed during the Visioning Workshop, the data collected during the Analysis Phase, and the comments received during the first round of Public Outreach; the following Design and Development Principles were created. The principles, which described intent, action, or desired character of the future environment, have served to help establish a program and direction for arranging the key design elements on the site.

Image/Identity

1. *Image*
   - Celebrating the unique assets of the institution
   - Expressing respect for culturally diverse individuals
   - Establishing the campuses as jewels in Santa Monica's crown of city-wide educational, cultural and recreational resources

2. *View from the Road*
   - A strong arrival and entry sequence along the entire length of College frontage

3. *Signage & Wayfinding Graphics*
   - Well-designed signage
   - Obvious and welcoming main entrance
   - Clearly marked secondary entrances
   - More subtle signage and entrancess along residential edges
   - Emphasis on pedestrian gateways

Traffic & Transportation

4. *Traffic*
   - Vehicular traffic on commercial rather than residential streets

5. *Public Transportation*
   - Celebrated arrival via public transportation
   - Convenient and attractive public transportation nodes

Parking & Circulation

6. *Car Catchment/Perimeter Parking*
   - Intercept vehicles and accommodate parking at the perimeter
   - A vehicle-free interior for people

7. *Parking self-sufficiency*
   - College-wide parking self-sufficiency

8. *Parking Structures*
   - Accommodate parking primarily by parking structures

9. *Aesthetics of Parking Structures*
   - Design of parking structures to surpass mere utilitarianism
   - Alternative uses for parking structure roofs: sports/recreational facilities, social spaces

10. *Separate incompatible flows*
    - Separate automobile, service vehicle and pedestrian traffic flows
    - Minimize conflict with middle school and elementary school drop-off patterns

Open Space

11. Campus Capacity

- Balance built space, open space, circulation and parking to achieve the optimal capacity
- Develop a range of density options
- Upper edge of capacity determined by desirable densities
- College determines the optimal balance of densities and capacities on each campus

12. Open Space

- A hierarchy of open space and pathways
    - Formal and informal gathering places
    - Organizing "zones of development"
    - Variety of aesthetic and functional spaces for diversity of users and uses

13. Connectivity

- Efficient campus design with clear logic and the capacity to surprise and delight
- Open spaces and landscape elements as organizing elements between built spaces

14. Landscape Heritage

- Support the landscape tradition of SMC through an understanding and respect for the intrinsic physical qualities of the original plan
- Enhance the plant diversity found on campus

Land Use

15. Zones of Development

- Organize land use and specific development on each campus
- Develop a clearly defined and easier to use campus

16. Main Campus Zones of Development

- Commercial Zone along Pico
- Recreational Zone
- Academic Zone
- Student Activity Zone

17. Heart of the Campus

- Focal point for pedestrian scale campus life, whether it is the town square or a main street or multiple village centers
- Reference points where people collect, pass through or linger, to see and be seen
- Where one can sense collective human energy and take the pulse of the institution

18 Satellite Campuses

- Stand-alone
- Self-sufficient

Density and Space Utilization

19. *Flexibility*
    - The uses of individual buildings and spaces within buildings can change, except for highly specialized facilities

20. *Interaction*
    - Encourage interdisciplinary interaction and communication among faculty
    - Avoid creating isolated territories
    - Create opportunities for faculty/student interaction
    - Encourage random acts of communication

21. *Cost Effective Use of Space*
    - Space allocation on the basis of functional requirements rather than departmental boundaries
    - More cost effective use of space over time
    - Co-locate blocks of similar space
    - Cluster offices, co-locate classrooms, group similar labs together

Telecommunications/Connectivity/Infrastructure

22. *Connectivity*
    - Campus-wide and remote universal access and connectivity
    - Technology will support satellite self sufficiency, distance learning
    - Exert a direct influence on traffic and parking mitigation
    - Enhance learning/teaching opportunities

23. *High Tech/High Touch*
    - Explore technology advancements to reduce wasted time and resources and enhance the quality of human (face to face) interactions
    - Seeking applications to new (smart) campus wide services and systems

Implementation

24. *Funding*
    - Implementation plan that provides a means of allocating resources consistent with the master plan
        - Funding strategy that recognizes the colleges current resources
        - Potential for alternative or additional funding sources

25. *Phasing*
    - Responsible, cost effective manner for balanced, orderly growth

College as a Community Resource

26. *Context*
    - Sensitive planning to the college's surrounding neighbors
    - Help better integrate the college into the community
    - Recognizing the community of users
    - More visible and accessible public amenities
    - Mitigating potential impacts that result from future development at the college

Preferred Concepts

In the Options Phase, after an extensive series of studies on different conceptual alternatives that would effectively solve the issues that the college needed to address, three preferred concepts were selected and developed.

The design principles were continuously guiding the development of the Options and the physical components of the plans are clearly a direct translation of these principles.

The concepts addressed the need for an organizational model that provides a well defined order of relationships and adjacencies for the various functions in the college. They all have in common, both the important planning ingredients for a well functioning campus plan, and meet the programmatic needs of the College.

The organizational elements that were identified as the main ingredients for creating the desired order and coherence in the Santa Monica College campus plan are listed below. They formed the basic armature for the development of the Concept Options:

- Entry Plaza
- Main Quad
- Secondary Courts
- Connections
- Boulevard

The Preferred Concepts developed in the Options Phase include the initial projects that the College has at hand. These are the projects that have funding available through FEMA. The projects include: the Liberal Arts Building, the Consolidated Student Services/Administration Building and the Below-Grade Parking Structure.

Concept A - Campus Quad

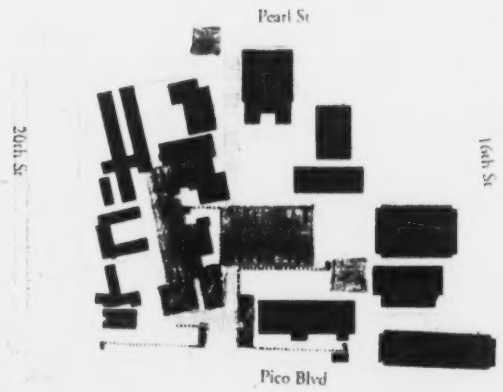
Development of the FEMA projects occurs at the front gate of the Campus. The plan contains a main spine (the "Boulevard"), a major open space (the Main Quad), and a Secondary Court serving as a connecting open space element between the Arts Complex and the classroom buildings.

Concept B - Library Square

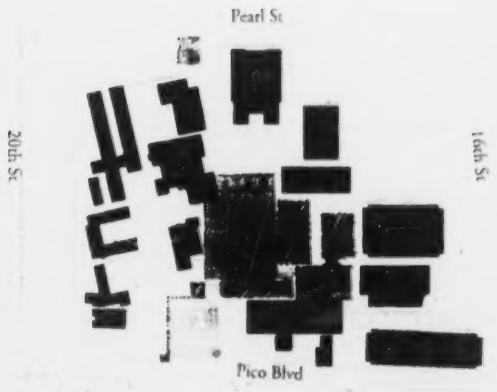
Development of the FEMA projects occurs around a Main Quad and initiates the Master Plan in the heart of the Campus. This plan would not necessitate the demolition of the Administration buildings. The Plan provides the opportunity for an Entry Plaza, should the college plan to make the area available for development. Again, the "Boulevard", secondary courts and clear connections are important elements of this Plan.

Concept C - Main Mall

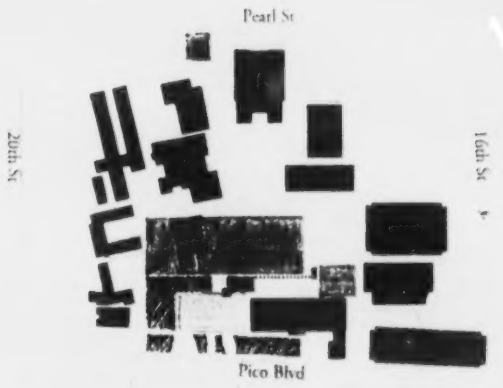
Development of the FEMA Projects also occurs at the front gate of the Campus. This allows for the Master Plan to have an immediate impact on the Pico edge. The Pico entry Plaza is contained within a long linear building housing the Consolidated Student Services/Administration Building and the Liberal Arts Building. Some commercial functions serving the needs of the college could be located in the building facing Pico Boulevard. The plan contains a large main open space which is oriented in an east-west direction and a "Boulevard" connecting Pearl Street and Pico Boulevard.



Concept A: Campus Quad



Concept B: Library Square



Concept C: Main Mall

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Constituency Meetings Issues

The preferred concepts developed during the Options Phase were presented to the community in an extensive series of Outreach Meetings. These meetings were designed to involve the members of the community, the City of Santa Monica, and the College in the Master Plan process. They provided an opportunity for these groups to review the options enabling them an opportunity to critique the options and have an input in the selection process.

Issues that were addressed during the Outreach Meetings are:

- Locate main entry/front door to College on Pico Boulevard
- Focus traffic on Pico Boulevard
- Locate Consolidated Student Services building at the front Gate or center of campus
- Locate Pool on 16th Street
- Locate Bus drop off on Pico Boulevard
- Provide below grade parking on Pico Boulevard
- Create a major open space: Campus Quad.
- Provide smaller quads like the Clock Tower Court throughout the college
- Provide "Boulevard" connection between Pico and Pearl
- Create dignified image for the College
- Provide continued shuttle services
- Remove/Upgrade one-story and temporary buildings
- Provide good connections between parking structures
- Include underground parking for new buildings (especially along Pico Boulevard)
- Build the new parking structure as an extension of structure C
- Provide adequate parking
- Continue the SMC landscape heritage
- Screen the Technology Building

III. FINAL PROPOSED MASTER PLAN

Master Plan Concept

The Final Master Plan as presented here is the culmination of ideas and visions that celebrates the unique and diverse assets of the Santa Monica College.

In resolving the complexities of phasing out temporary facilities, opportunities open to a possible reconciliation of two dissimilar grids organizing the campus. Originally, as a consequence of the alignment of adjacent streets, the campus occupied the Southeast quadrant of the site, with buildings and courts placed on a skewed angle with respect to the main streets, Pico and Pearl. The new constructions that came afterwards followed a different arrangement, orthogonal to the surrounding streets (See Campus Grid System Diagram).

The above condition paired with the College's need for a central gathering space allowed for the introduction of a long diagonal building that creates tapering spaces on opposite sides, reconciling the two grids of the campus and screening the Technology building which currently dominates the site.

A major element in the new dynamic of the campus is the shift to pedestrian circulation patterns that now come mostly from the Pico edge, where new parking structures and bus arrival occurs.

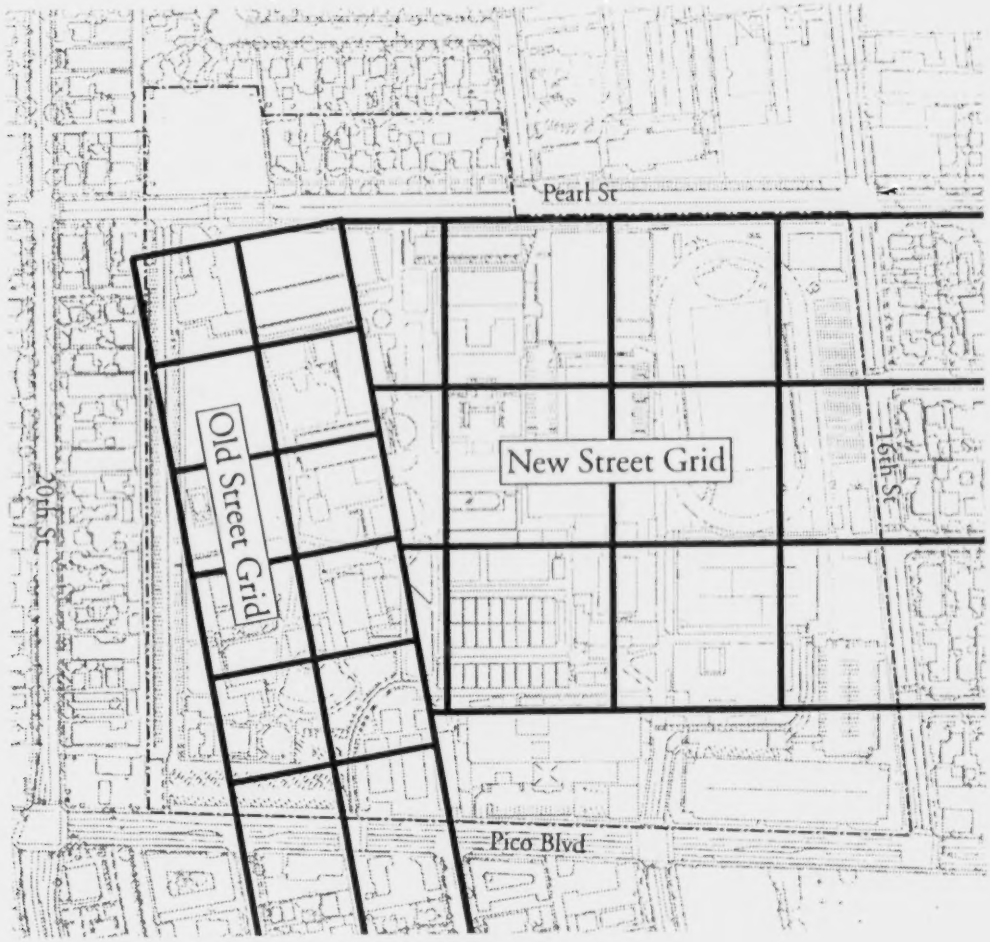
The idea of a formal entrance off Pico Boulevard emerged in the form of a piazza anchored by a marker building, a new symbol for the College, containing the public functions of the college, such as the student services, bookstore, and information services at ground level.

Towards the interior, a central landscaped campus green is formed, around which sites are planned for future academic buildings. Towards the street, the paved piazza angels gently and invites the user to enter the college.

Linking the new green and piazza spaces in the north/south direction is a tree-lined pedestrian boulevard that starts on Pearl street and culminates at the gateway on Pico Boulevard.

Parking, currently concentrated on the Northwest end of the site will be connected under the diagonal building. This provides a link with the new 700-car garage under the piazza, thus creating parking system that allows for a better management of the traffic flow with the convenience of entry/ exit on the east and west end of Pico Boulevard.

Campus Grid System



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Program Elements

Following are the list of project that make up the College Master Plan.

The projects are numbered in the order of their completion dates in the phasing plan and are categorized under two groups (see Table B: Main Campus Building and Parking Phasing Analysis on Page 60 for details on the proposed projects).

Key Projects

These projects are of particular importance since they are the most immediate projects at hand. Funds are available through FEMA, for the replacement of the Parking Structure B and the Liberal Arts Building, and through the City of Santa Monica for the new Municipal Pool Facilities.

- Project #2 — New Municipal Pool*
  - Competitive Pool
  - Recreational Pool
  - Pool Building
  - Pool Drop Off/Parking
  - Pedestrian/ landscape connections to campus
- Project #7 — Replacement of Parking Structure B***
  - New below grade vehicular entry to structure B/C
  - New Business Plaza
  - New sunken auto court
- Project #9 — New Liberal Arts building

Other projects

These projects are either directly proposed by the master Plan or already in planning or construction by the college independent of the master plan.

- Project #1 — Pico Bus drop-off
- Project #3 — Demolition of existing Pool
  - Recreational Pool
  - Diving Tank
  - Pool Building
- Project #4 — Media Center repair**
- Project #5 — Science Building opening**
- Project #6 — Relocation of Science Village

Notes:

* City of Santa Monica project

** College project independent of the Master Plan

*** FEMA funded project

Program Elements continued

- Project #10 Main Quad
- *Project #11 Library expansion*
- Project #12 Upgraded service road adjacent to Library
- Project #13 Boulevard Phase 1
- Project #14 Demolish Liberal Arts building and replace with surface parking
- Project #15 Replace Liberal Arts with surface parking
- Project #16 Boulevard Phase 2
- Project #17 Pico Entry Plaza
  - New concert hall entry
- Project #18 Pico Plaza below grade parking
- Project #19 Tunnel access to parking Structure B/C
- Project #20 Consolidated Student Services/Administration Building
  - W/ Pedestrian Access Tower to below grade parking
- Project #21 Additional Campus Building north of Quad
- Project #22 Additional Campus Building south of Quad
- Project #23 Landscape improvements
  - Open spaces/Gardens/Connections
- Project #24 Demolition of various structures and temporary buildings
  - Administration Buildings
  - Amphitheater
  - PE Annex
  - West Bleachers
  - Temporary ESL trailers
  - Small Library trail.
- Project #25 Surface parking on library trailers site
- Project #26 Cooperation with City on the Pico Boulevard Streetscape Project
- Utility infrastructure relocation and upgrade will occur as necessary concurrent with each project

Key plan

New interim surface parking lot replacing existing Liberal Arts Approx. 100 parking spaces
New Science Building
The Boulevard connecting Pico and Pearl
Library Expansion
Replacement of the Liberal Arts Building
Replacement of Parking Structure B Approx. 380 spaces
Additional Classroom Buildings
Main Campus Quad
Additional Classroom Buildings
New Municipal Pool
Sunken Auto Court
Below Grade Vehicular Entry to Parking Structure B/C
Fountain
Consolidated Student Services/ Administrations Building
Entry Plaza on Pico
Below Grade Parking Structure on Pico Approx. 700 spaces
Pico Bus Drop-off

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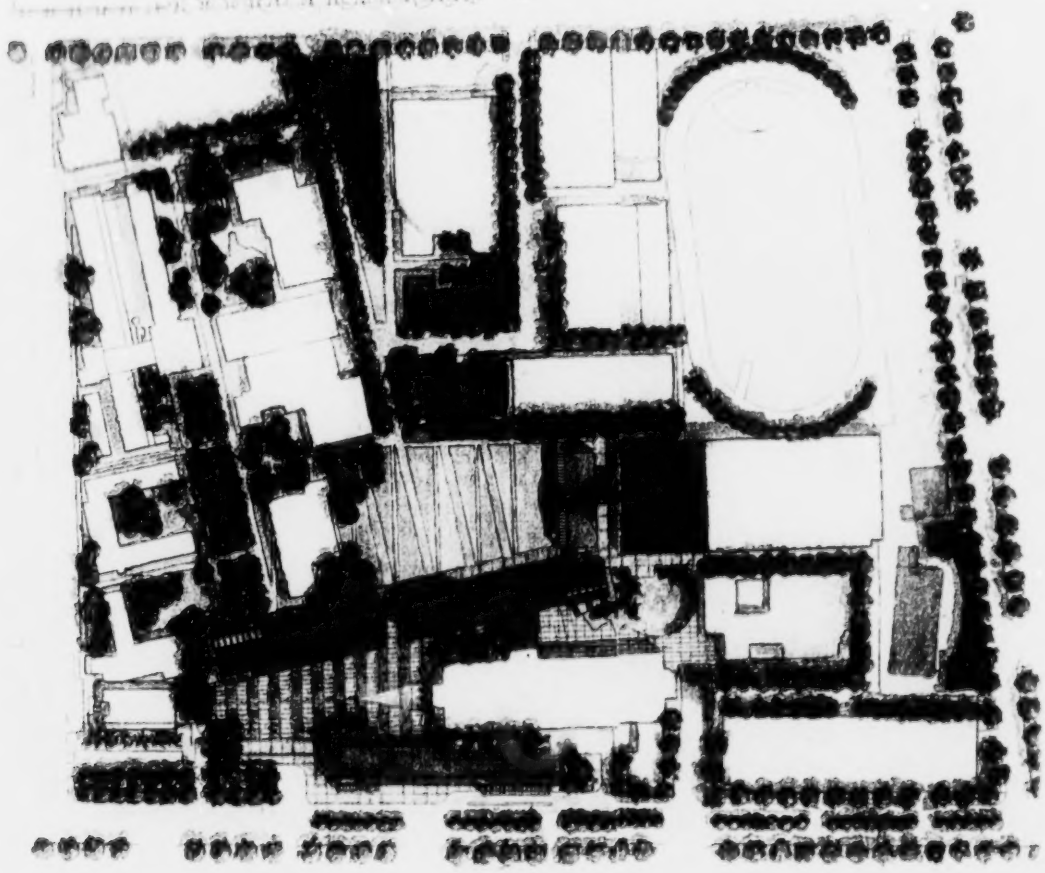
Illustrative Plan



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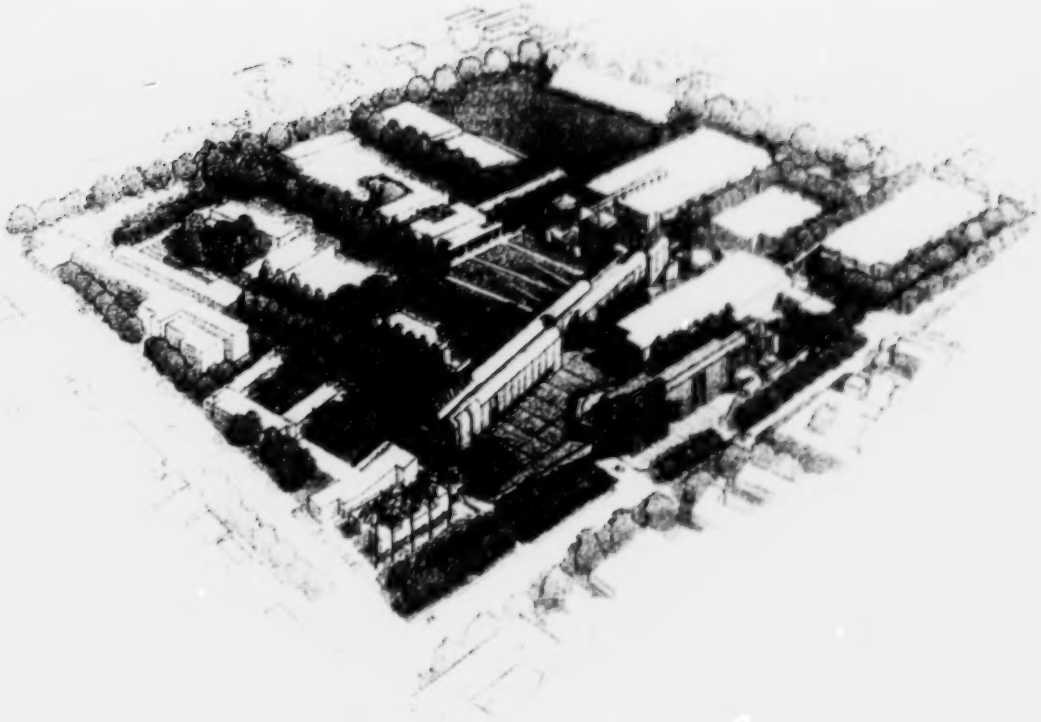
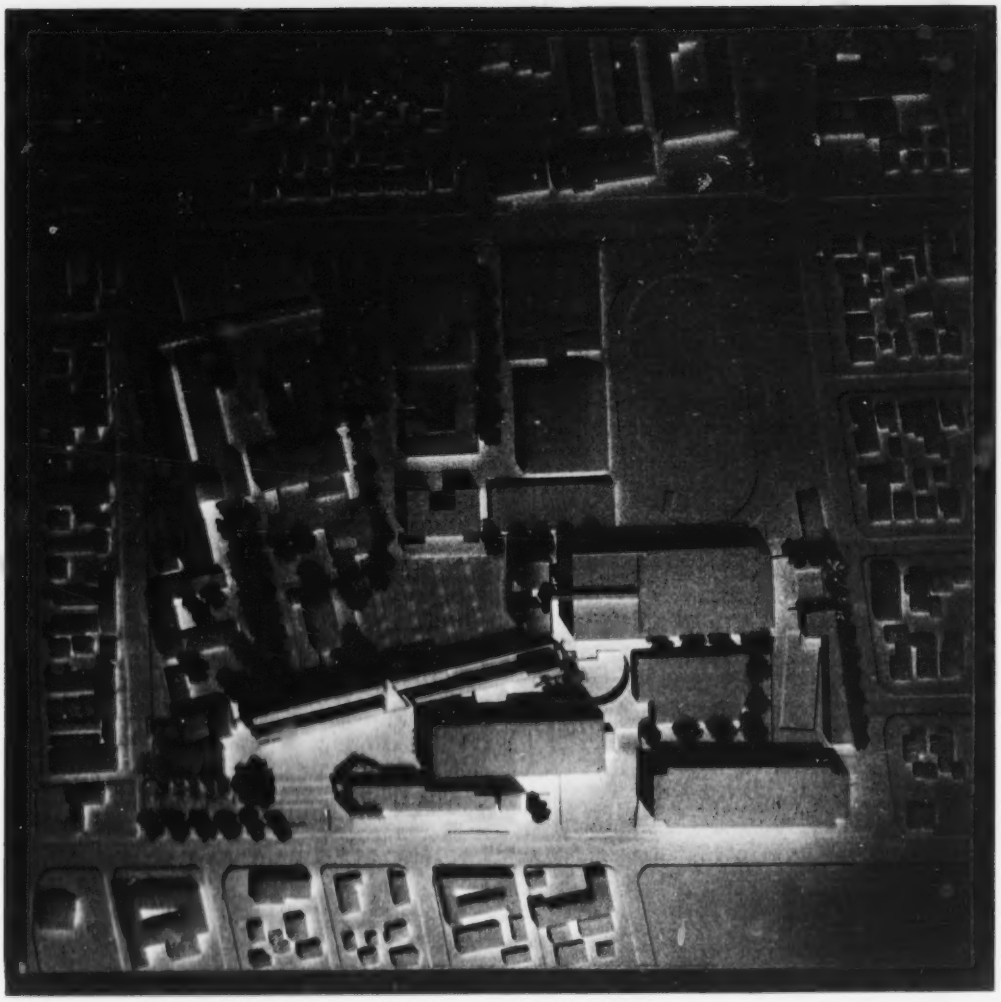
Aerial Perspective



Model



Plan View

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Model

Aerial view: South West

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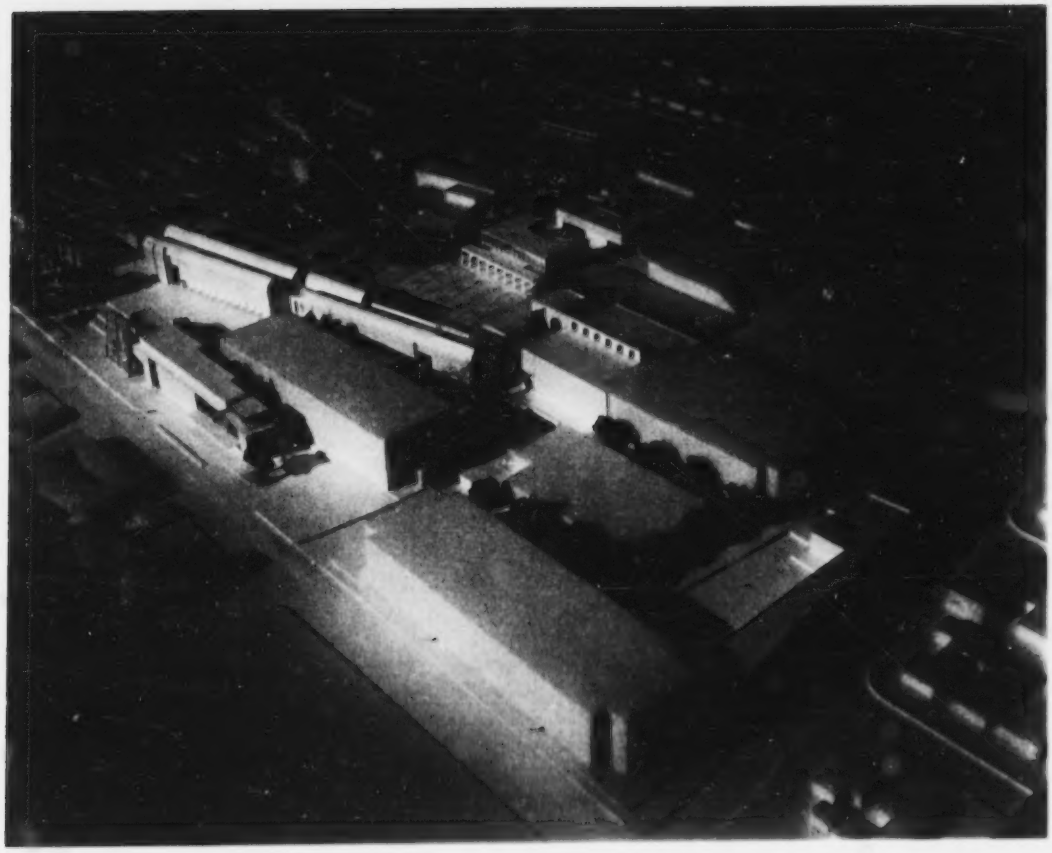
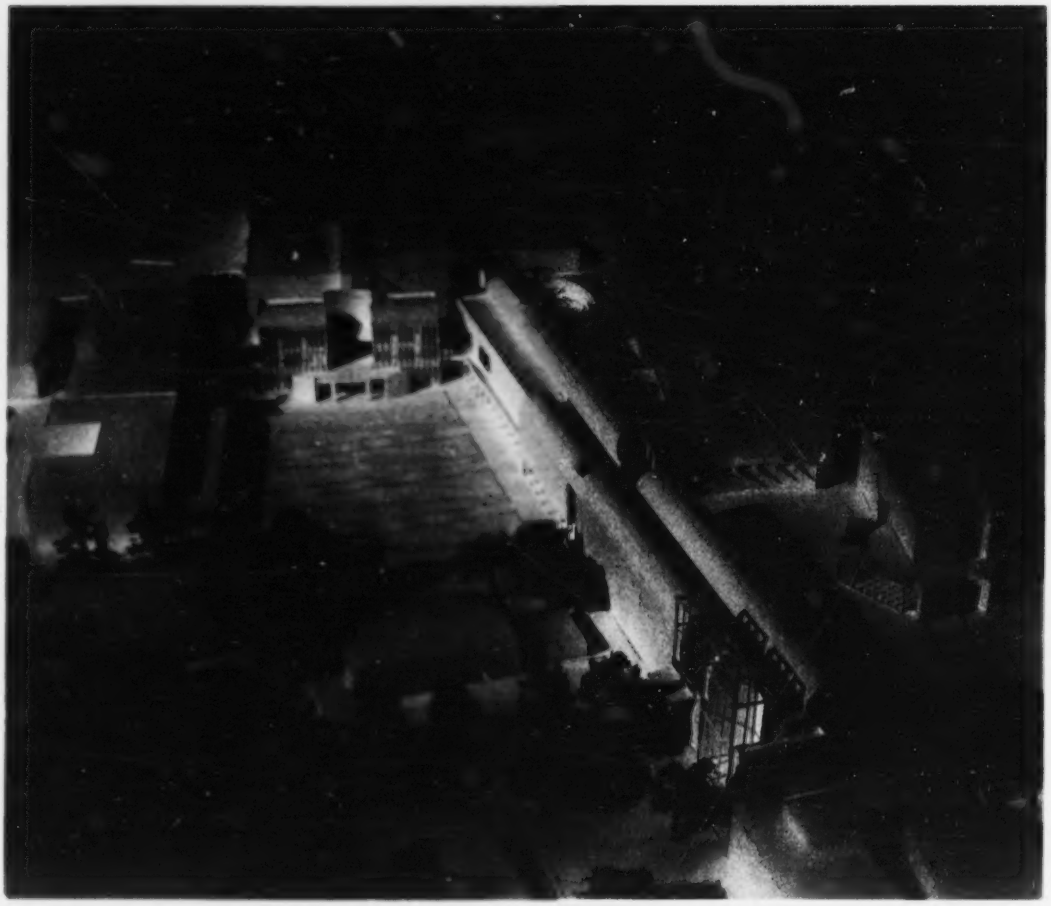
Model



Aerial view: South East

Model



View of the Main Quad, the Liberal Arts Building and the new classroom buildings

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IV. PHASING

In response to the College's planning objectives, programmatic needs and funding constraints, the Master Plan has set forth the following phasing plan. This plan organizes the program elements into a series of projects indicated in order of the project completion dates:

Program Elements by Phase

Completion 1998

Project #1 Pico Bus drop-off

Project #2 New Municipal Pool

- Competitive Pool
- Recreational Pool
- Pool Building
- Pool Drop-Off/Parking
- Pedestrian/ landscape connections to campus

Project #3 Demolition of existing Pool

- Recreational Pool
- Diving Tank
- Pool Building

Project #4 Media Center repair**

Completion 1999

Project #5 Science Building opening

Project #6 Relocation of Science Village

Completion 2000

Project #7 Replacement of Parking Structure B

Project #8 New below grade vehicular entry to structure B/C

- New Business Plaza
- New sunken auto court

Completion 2001

Project #9 New Liberal Arts building

Project #10 Main Quad

Project #11 Library expansion

Project #12 New upgraded service road adjacent to Library

Project #13 Boulevard Phase 1

Completion 2002

Project #14	Demolish Liberal Arts building
Project #15	Replace Liberal Arts building with surface parking
Project #16	Boulevard Phase 2

Completion 2003 - Beyond

Project #17	Pico Entry Plaza • New Concert Hall entry • Fountain
Project #18	Pico Plaza Below Grade Parking • Signalized entry • Access to Lot 1
Project #19	Tunnel Access from Pico Below Grade Parking to Parking Structure B/C
Project #20	New Consolidated Student Services /Administration Building • Pedestrian Access Tower to Below Grade Parking
Project #21	Additional Campus Building - North of Quad
Project #22	Additional Campus Building - South of Quad
Project #23	Landscape Improvements on Campus • Open Spaces • Gardens • Connections
Project #24	Demolish • Administration Buildings • Amphitheater • PE Annex • West Bleachers • Temporary ESL trailers • Small Library trail.
Project #25	Surface Parking on Library Trailers Site
Project #26	Coordination with City on the Pico Boulevard Streetscape Project

Completion 1998

Project #1 Pico Bus drop-off

Project #2 New Municipal Pool

- Competitive Pool
- Recreational Pool
- Pool Building
- Pool Drop-Off/Parking
- Pedestrian/ landscape connections to campus

Project #3 Demolition of existing Pool

- Recreational Pool
- Diving Tank
- Pool Building

Project #4 Media Center repair**

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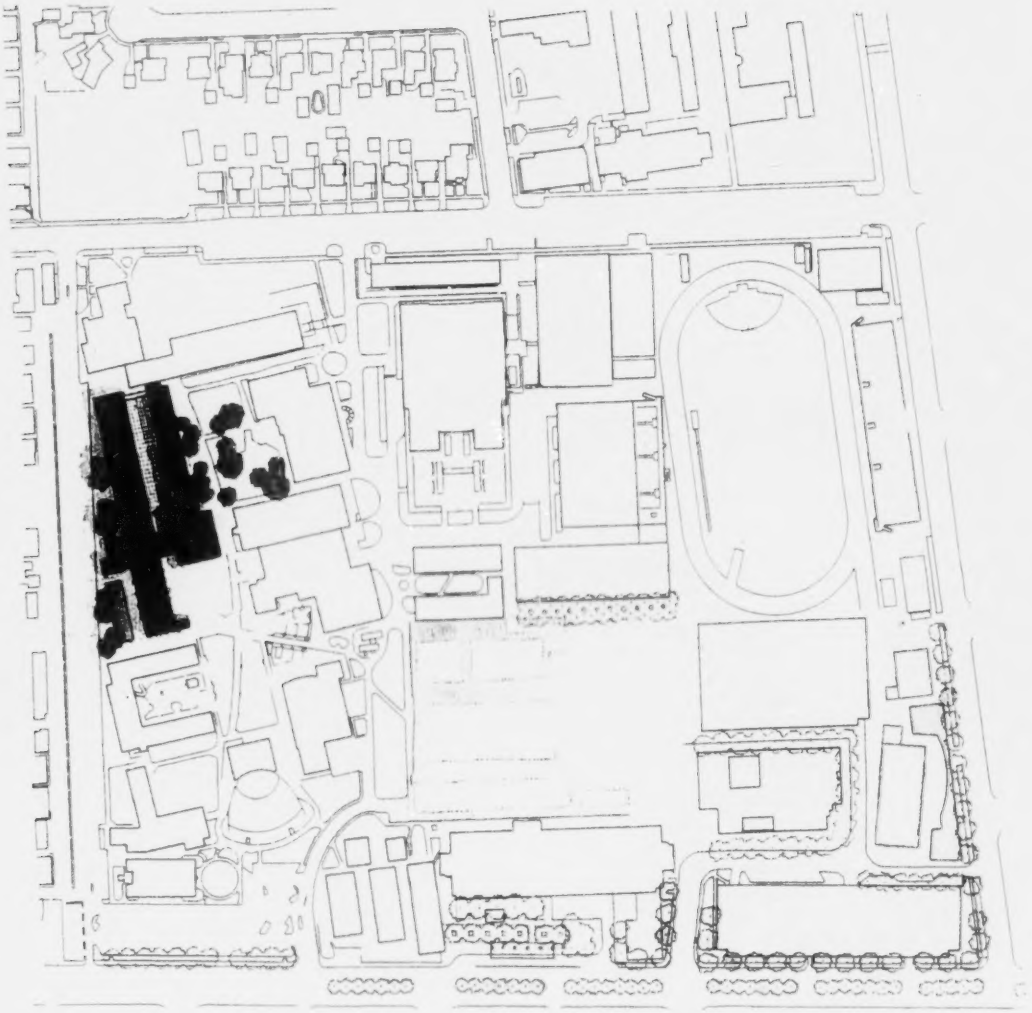

Completion 1999

Project #5 Science Building opening
Project #6 Relocation of Science Village

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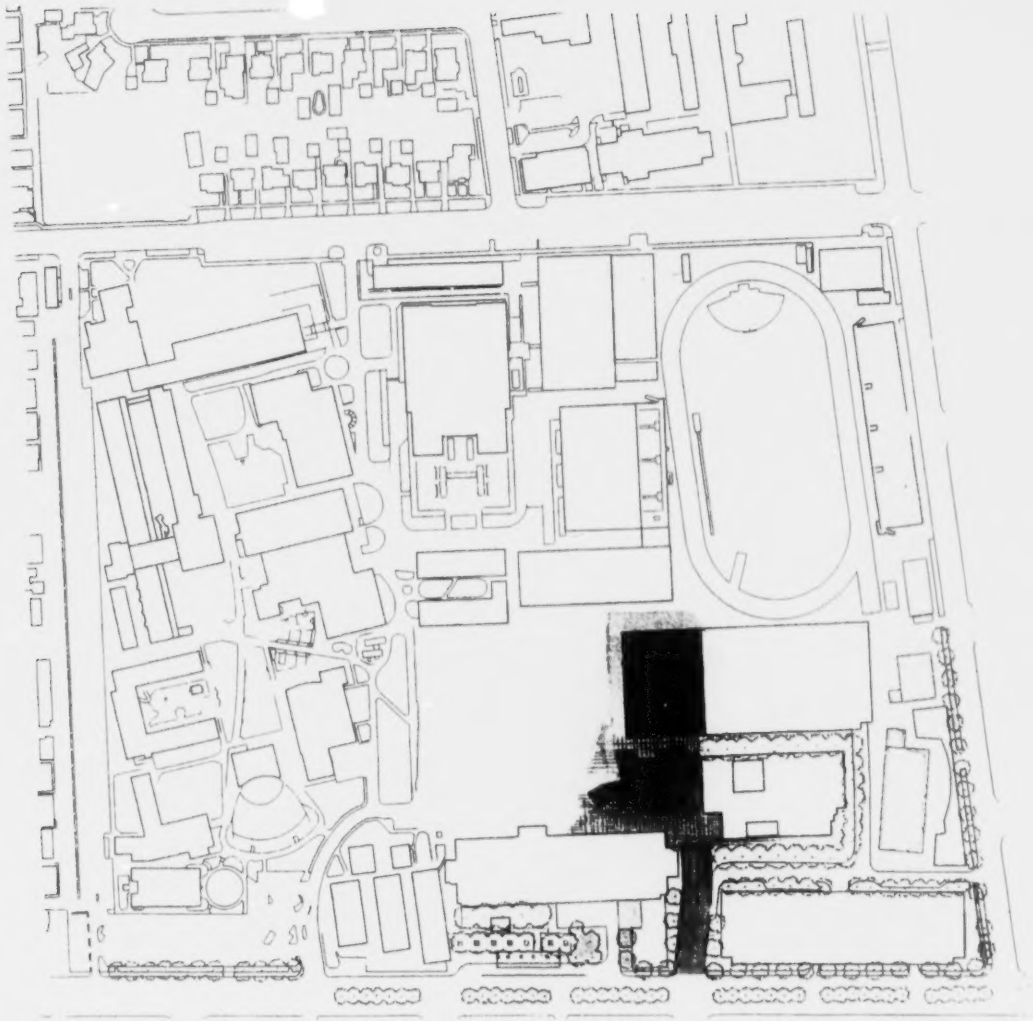

Completion 2000

Project #7 Replacement of Parking Structure B
Project #8 New below grade vehicular entry to structure B/C

- New Business Plaza
- New sunken auto court

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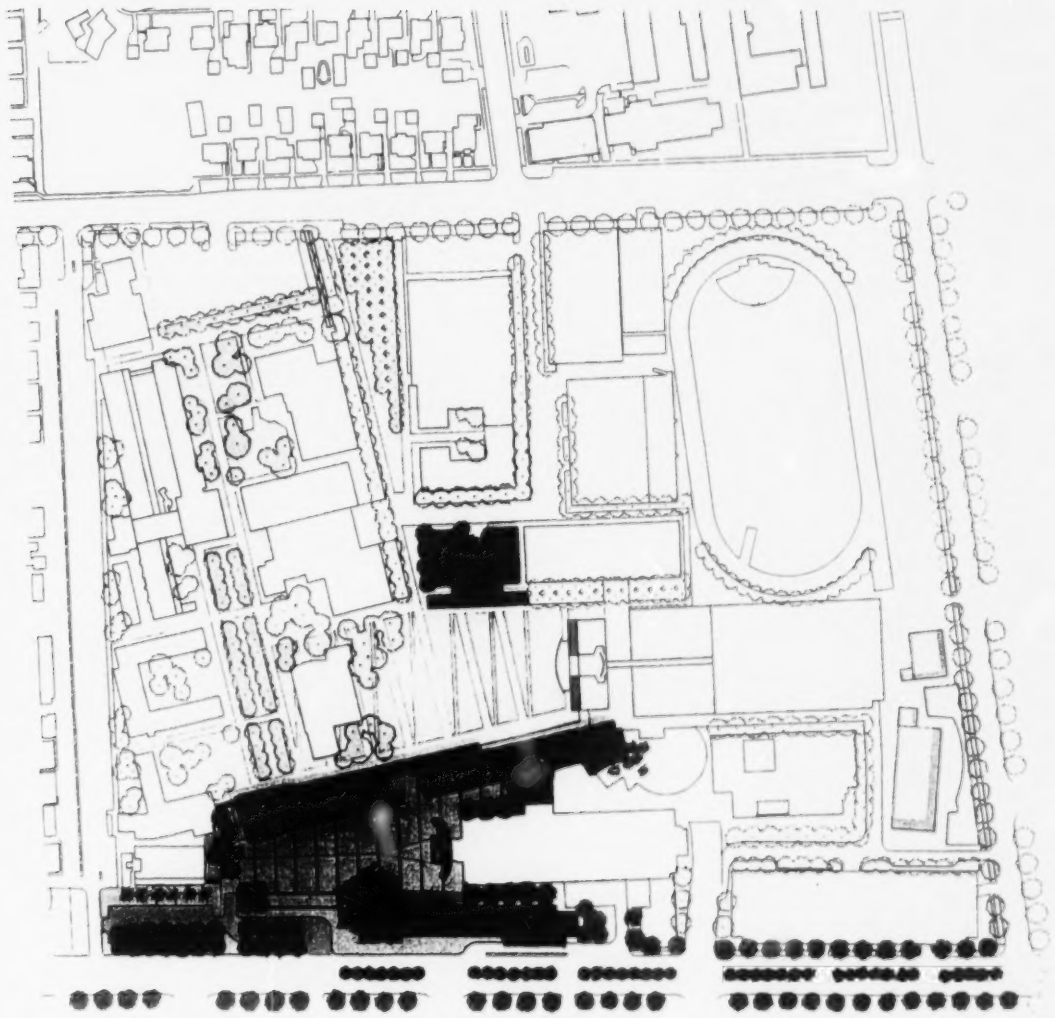
Completion 2001

Project #9	New Liberal Arts building
Project #10	Main Quad
Project #11	Library expansion
Project #12	New upgraded service road adjacent to Library
Project #13	Boulevard Phase 1

Completion 2002

Project #14	Demolish Liberal Arts building
Project #15	Replace Liberal Arts building with surface parking
Project #16	Boulevard Phase 2



Completion 2003 - Beyond

Project #17	Pico Entry Plaza • New Concert Hall entry • Fountain
Project #18	Pico Plaza Below Grade Parking • Signalized entry • Access to Lot 1
Project #19	Tunnel Access from Pico Below Grade Parking to Parking Structure B/C
Project #20	New Consolidated Student Services /Administration Building • Pedestrian Access Tower to Below Grade Parking
Project #21	Additional Campus Building - North of Quad

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Completion 2003 - Beyond (continued)

Project #22 Additional Campus Building - South of Quad

Project #23 Landscape Improvements on Campus

- Open Spaces
- Gardens
- Connections

Project #24 Demolish

- Administration Buildings
- Amphitheater
- PE Annex
- West Bleachers
- Temporary ESL trailers
- Small Library trail.

Project #25 Surface Parking on Library Trailers Site

Project #26 Coordination with City on the Pico Boulevard Streetscape Project

V. OTHER PLANNING ISSUES/SATELLITES

Madison

- Fall 1998 opening
- Define program
- Future growth and development
- Auditorium

Airport

- Lease renewal option of 10 years after current lease expires at the end of the academic year

Additional land Acquisition on Main Campus

- Acquiring properties on Pearl, Pico and other adjacent streets

VI. LANDSCAPE CONCEPT PLAN

Project Overview

This section of the Master Plan Summary Report will address landscape and open space related issues. It will briefly highlight work completed during earlier phases of the Master Plan, delineates the overall objectives which were formulated during the master planning process, and offer a series of landscape and open space recommendations for implementation on the Santa Monica College campus.

Historic Background at 1900 Pico Boulevard

The main campus was designed in the late 1940's after the second world war by Bill Evans, who gained prominence and recognition in the landscape industry through his successful effort in the planning of Disneyland in the 1950's. According to Tom Corpus and Pete Felix, the campus was originally conceived as a community park, designed to encourage walking and studying of the diverse landscape. Various plants and shrubs representing both east-coast and west-coast influence were introduced onto the campus in the 1950's by Bill Kinch, head of the school's Science Department, who utilized the entire campus as his classroom and encouraged the study of landscape through diversified garden surroundings. Over the years, most of the open space and older grass playing fields have been displaced by new buildings and structures, with a few smaller grassy areas and the Arco track still remaining today.

Santa Monica College Landscape Concept Plan

The two components of the Landscape Concept Plan are the Design Principles, which reflect the broad objectives behind the design process to date, and the creation of a Landscape Zone system, which not only implements the ideas behind the Design Principles, but also reflects the more refined design thinking that has occurred in recent phases of the Master Plan work.

Design Principles

The following Design Principles relating to campus landscape and open space were prepared based on knowledge gained during the Visioning Workshop, the Analysis Phase, and the first round of Public Outreach Meetings. These principles were used to guide work efforts during the Options Phase.

Open Space

A hierarchy of open spaces and pathways should be created to provide both formal and informal gathering spaces and a means of organizing "zones of development". This should help create a variety of aesthetic and functional spaces that can be choreographed for a variety of uses.

Connectivity

The design of the Master Plan demonstrates efficiency, clear logic, and the capacity to surprise and delight. Open spaces and landscape should become the organizing elements between built spaces, creating the connectivity necessary to form an understandable place. *Light, wind and water, the natural resources of beach communities, are underutilized place makers on Santa Monica College campuses today.*

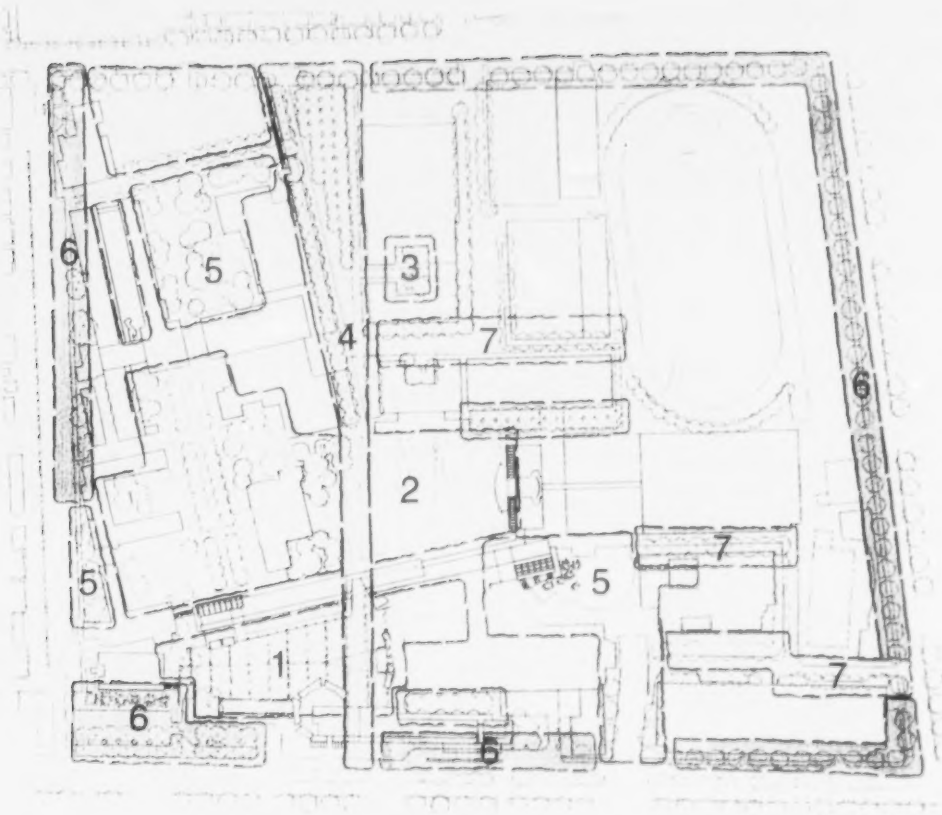
Landscape Heritage

Throughout its development, the landscape and open space on the campus has been a showcase of local plant materials. The Master Plan supports this tradition by understanding and respecting the intrinsic qualities of the original plan and by enhancing the plant diversity found on campus.

Landscape Zones

The landscape plan for Santa Monica College is comprised of seven landscape zones and was developed utilizing the Design Principles. The landscape zones propose landscape treatment for almost all areas of the campus. The following brief descriptions convey the design intent of each zone. Each description also contains a plant palette. These plant palettes are preliminary and are intended to serve as a guideline for the landscape within each zone. As the design of the campus landscape progresses, a more detailed plant list should be completed. The Landscape Zones are detailed in the pages following the landscape plan diagram.

Landscape Zones Diagram



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Zone 1 - The Entry Plaza

The entry plaza serves as the main entrance to the campus from Pico Boulevard, and is framed by the Student Services/Administration, the Liberal Arts Building, and the Concert Hall. This space is designed to handle heavy pedestrian traffic and therefore is a predominately paved area, with a fountain located at the west end of the plaza.

Activities

- Main entrance to campus
- Large outdoor gatherings
- Meeting place

Elements

- Benches
- Main campus fountain
- Enhanced paving
- Sculpture

Zone 2 - The Campus Quad

The Campus Quad serves as the "Living Room" for Santa Monica College. This area consists of a vast lawn, pathways, and casual seating areas from which a variety of campus uses emulate. This area would likely serve as both a formal and informal location for large campus-wide events.

Activities

- Entering/leaving classrooms
- Connections to other areas on campus
- Reading/studying
- Eating lunch
- Formal and informal gatherings
- Sitting and reading

Elements

- Large lawns
- Large overhead trees
- Study niches
- Benches

Zone 3 - Library Square

The Library Square is a gathering place for various campus functions. This area serves as an extension of Library services and is intended to be a place for quiet study and reflection. The Library Square also connects the heart of the campus to the nearby track and field facility.

Activities

- Casual meetings
- Reading
- Sitting

Elements

- Enhanced paving
- Benches
- Planters with built in seating

Zone 4 - Campus Boulevard

The Campus Boulevard serves as a pedestrian connection and central spine that links the north and south portions of the campus. This area contains landscape seating areas and a gathering place for the science and technology facility, including:

- Stepped plaza around important existing trees.
- Shaded lawn berm graded to provide causal seating spaces.

Activities

- Entering and leaving the campus
- Walking and biking to and from classes and faculty offices
- Chance encounters
- Reading
- Sitting

Elements

- Enhanced paving along major walk
- Flowering trees
- Tree lined walk
- Benches

Zone 5 - Department Courtyard Areas

The Department Courtyard Areas are designed to reflect the character of each department's architecture and needs. This includes informal gathering spaces within existing and proposed landscape areas.

Activities

- Entering and leaving classrooms
- Sitting
- Reading/studying
- Eating lunch

Elements

- Small grass lawns
- Study niches
- Benches
- Garden landscape

Zone 6 - Perimeter Landscape

The Perimeter Landscape helps delineate the campus edge and connects the campus to the surrounding community. The landscape located in this zone is intended to unify and enhance the existing perimeter landscape.

Activities

- Entering/exiting the campus
- Walking

Elements

- Benches
- Large canopy street trees
- Sidewalks

Zone 7 - Connections

These walkways help connect various campus facilities and functions. The connections primarily link the Main Campus Quad and Library areas to the Track and Field facilities to the west.

Activities

- Walking
- Biking

Elements

- Tree lined walks
- Vine covered walls
- Enhanced paving at key areas

VII. PARKING/TRANSPORTATION

Parking and Access design Guidelines

The following design and development principles were established during plan development regarding parking, access, circulation, and public transportation:

1. Traffic - Vehicular traffic should be routed to enter and leave campuses on commercial rather than residential streets.

2. Public Transportation - Arrival via public transportation should be celebrated. Public transportation nodes should become the most convenient and attractive places from which to arrive and leave the campuses. Vendor accommodations for coffee, food, lockers, copy services, etc., can help create interim destinations: safe, fun places that will serve as desirable collection points for people.

3. Car Catchment/Perimeter Parking - Intercept vehicles and accommodate parking on the perimeter, creating a vehicle-free interior campus for people.

4. Parking Self-Sufficiency - SMC has adopted a policy of college-wide parking self-sufficiency. Parking self-sufficiency is defined as the combination of on-campus and remote lot (connected by shuttle) parking capacity required to handle the total college-wide parking demand.

   The parking self-sufficiency demand model is dynamic and will change to reflect the current stage of master plan development. Each campus population will be affected by the quantity and type of built spaces through time. Appropriate parking capacity will be provided as each new facility is occupied.

5. Parking Structures - Since land is at a premium and parking demand is high, future parking on the main campus will be accommodated primarily by structured parking rather than surface lots.

6. Parking Structure Aesthetics - The design of parking structures should surpass mere utilitarianism to make aesthetic contributions to the campuses. Consider alternative uses for parking structure roofs: sports/recreational facilities, social spaces with ocean views, etc.

7. Separate Incompatible Flows - Separate automobile, service vehicle, and pedestrian traffic flows to the maximum extent possible. To the extent possible, the master plan should attempt to minimize conflict with middle school and elementary school drop-off patterns and facilitate children walking across the campus going between home and school.

Summary Of Existing Parking And Access Conditions

Figure **A** illustrates the existing main campus access and parking locations. The majority of cars entering main campus parking structures and lots enter along Pico Boulevard. Pearl Street serves as a point of entry to surface lots on the south side of the main campus, as on-street parking for the campus, and as an area for dropping-off and picking-up of passengers.

Table **A** summarizes the existing supply of parking on the Santa Monica College main and satellite campuses. There are approximately 2,000 parking spaces on the main campus today, supplemented by about 980 additional spaces on the satellite campuses combined. Approximately 700 of the satellite spaces (those in the Airport and Gunnel lots and student spaces in the Madison lot) serve as remote parking for the Main Campus, bringing the total supply of off-street parking for the main campus to over 2,700 spaces.

The existing parking supply on the main campus is heavily utilized, with surveys indicating that utilization ranges from 94% to 99% in student lots and 89% to 97% in staff lots throughout much of the day. The surveys were taken late in the spring 1997 semester, indicating that utilization of the main campus parking supply does not drop off. Utilization of the remote parking lots fluctuates through the course of a semester, with high demands at the outset (while non-enrolled students are on campus and before students begin to drop classes), tapering off to lower levels (approximately 40%) late in the semester.

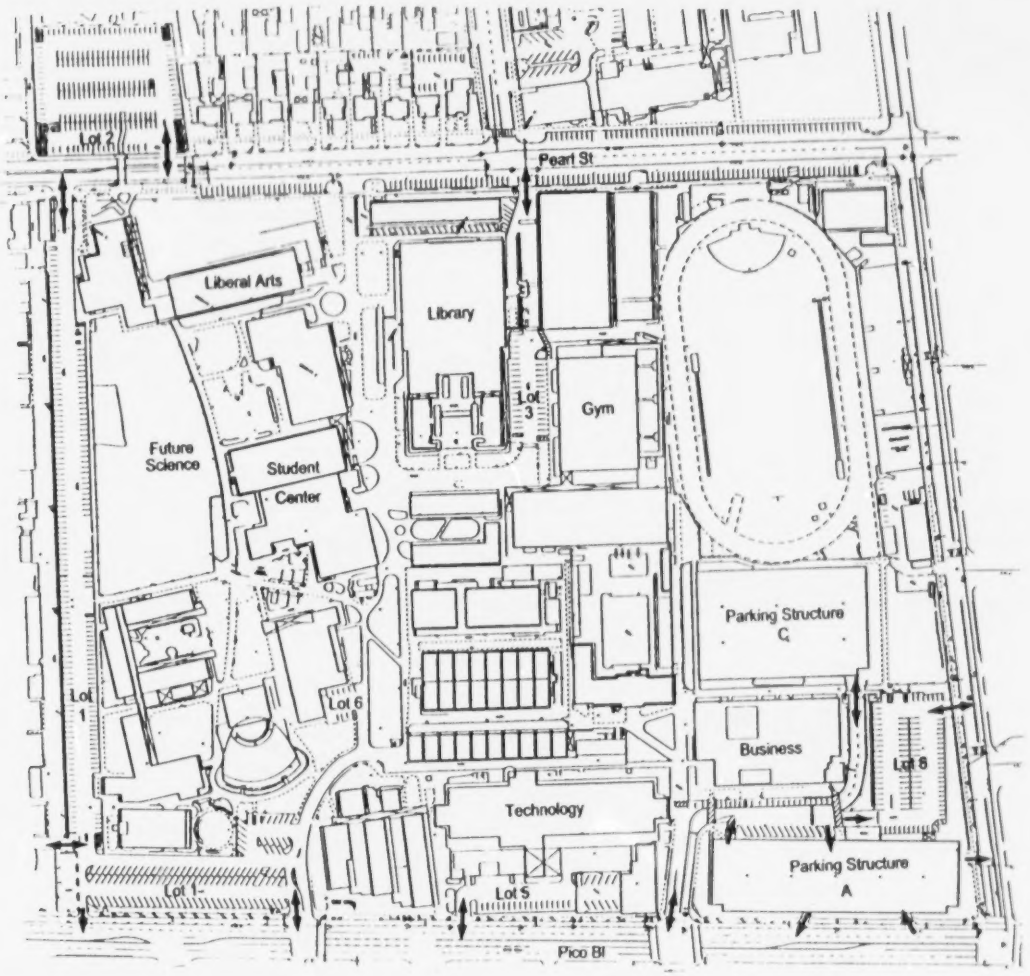
Approximately 645 parking spaces were lost due to the effects of the 1994 Northridge Earthquake. An additional 194 spaces are currently unavailable due to the construction of the new Science Building, for a net current loss of about 743 spaces (incorporating the 96 replacement spaces in Lot 8). Parking Structure B was demolished because of irreparable damage and temporary buildings have been placed on surface parking areas. With cooperation of FEMA and their funding assistance, a shuttle system was instituted between the main campus and additional space near the Airport campus to provide parking at a remote location for a limited time. A second shuttle operates between the Madison campus and the Main Campus.

Many of the residential streets surrounding the College are in preferential parking zones which permit on-street parking by residents only during class hours. The original zone was established in 1988 and expanded twice, in 1991 and 1996. However, there are a total of over 2,500 on-street parking spaces in the vicinity of the main campus which are not contained within a preferential parking zone, including spaces along Pico Boulevard and Pearl Street adjacent to the campus. Based on City criteria for usage of non-permit residential streets (as delineated in the *Final Environmental Impact Report, Expansion of Sunset Park Preferential Parking Zone "L"*, City of Santa Monica, October 1996) and including spaces along commercial corridors, and along Pearl Street adjacent to the College, it is estimated that about 1,275 on-street spaces are available for use.

Fortunately, the College is well served by public transit, including Lines 7, 8, and 11 of the Santa Monica Municipal Bus Line (a.k.a. the Santa Monica Blue Bus). Bus stops are located on Pico Boulevard and Pearl Street.

A goal of the Master Plan is to establish a well defined parking and circulation system that will direct and guide both people and cars as they move to, through, and around the campus.

Existing Main Campus Parking and Access Locations **Figure A**



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Proposed Parking Plan

Figure B illustrates the proposed parking and access plan. Table B tabulates the proposed changes in parking supply, along with the proposed building demolition and construction, by phase. The following summarizes the key elements of the parking plan by phase:

Phase 1

- Municipal Pool Short- Term Parking - Approximately 12 new surface parking spaces may be provided in the proposed drop-off area for the Municipal Pool relocation in Phase 1. These spaces would be for the short-term use of pool users.

- Lot 8 Closure - Construction of the relocated Municipal Pool will impact the main campus parking supply. The pool relocation will necessitate closure of Lot 8 (96 spaces) and loss of the 5 contractor parking spaces adjacent to the facilities trailers. The interim loss of these spaces prior to construction of new parking facilities in later phases may require temporary mitigation measures to be determined through the environmental review process.

- Lot 5 Reduction - Construction of the Pico bus drop-off will impact the main campus parking supply through relocation of the existing Lot 5 driveway on Pico Boulevard and reducing the number of spaces available in Lot 5. If final design of the Pico bus drop-off were to require loss of all spaces in Lot 5, 25 spaces would be lost. However, it may be possible to retain a few of these spaces in a reconfigured, smaller parking lot. Construction of the Pico bus drop-off and relocation of the Lot 5 driveway will also require removing and/or moving existing on-street parking spaces along Pico Boulevard, resulting in an estimated net loss of about 5 on-street spaces.

Phase 2

- Lot 1 Reopening - The new Science Building (currently under construction) will be completed during Phase 2. Upon completion of the Science Building, the 194 parking spaces in the north-south portion of Lot 1 which have been closed during the construction period and used as a construction staging area will be reopened.

Phase 3

- Replacement of Parking Structure B - The loss of Structure B in the Northridge Earthquake resulted in the loss of approximately 374 parking spaces (estimates of the loss from various sources, including the SMC Police, facilities reports, and the *New Replacement Science Complex Final Environmental Assessment/Negative Declaration* [FEMA, August 1996], range from 363 to 374 spaces). In this phase, the Structure B would be replaced via construction of an extension of the existing Structure C. The extension would extend eastward onto the existing Municipal Pool site, vacated as a result of the pool relocation in Phase 1. The extension is proposed to provide approximately 380 spaces in five levels, four above grade and one below grade (consistent with, and able to be built as an extension of, the existing Structure C configuration).

Phase 4

- Parking Loss for Service Road Upgrade - Upgrading the existing service road adjacent to the Library (see proposed Service Plan) may require the removal of up to existing 10 parking spaces along the south side of the existing Student Services Buildings: 6 van spaces and 4 spaces reserved for the Board of Trustees.

Phase 5

- New Interim Surface Parking Lot on Liberal Arts Site - After completion of the new Liberal Arts Building in Phase 4 and subsequent demolition of the existing Liberal Arts Building, a new surface parking lot will be constructed on the vacated Liberal Arts Building site. It is estimated that this parking lot would provide approximately 100 spaces.

Phase 6

- Pico Plaza Below-Grade Parking - A two-level below-grade parking garage is proposed to be constructed beneath the new Pico pedestrian plaza, consolidated student services/administration building, and additional classroom buildings. Approximately 310 spaces would be provided per level, for a total of about 620 spaces (the precise number of spaces cannot be determined until further design is accomplished and details regarding extent of areas utilized by building basements and sub-basements, ramping, etc., are known). As part of construction of the Pico Entry Plaza, the east-west portion of Lot 1 along Pico Boulevard would be reduced by an estimated 80 spaces, and the existing Lot 6 (10 spaces) would be eliminated.

- Tunnel Access to Structure C - A single-level below-grade access connection is proposed to connect the Pico Plaza below-grade parking garage with the expanded Structure B/C. Approximately 65 below-grade parking spaces would be provided within this tunnel.

- New Surface Parking Lot on Library Trailers Site - After removal of library trailers, a new surface parking lot will be constructed in the area between the Library and Pearl Street. It is estimated that this parking lot would provide approximately 35 spaces.

General

- Remote Parking Lots and Shuttle - In addition to the phase-specific items described above, the plan calls for continued use of remote parking lots, either at the Airport and Madison or at suitable alternative sites, with connecting shuttle service.

Proposed Vehicular Access And Internal Circulation Plan

Figure B illustrates the proposed parking and access plan, while Figure C conceptually illustrates the proposed access and internal circulation patterns upon completion of the plan. The following summarizes the key elements of the access and internal circulation plan by phase:

Phase 1

- Municipal Pool Drop- Off Zone - A new one-way drop-off area will be provided for Municipal Pool users adjacent to the relocated pool, with one of two alternative access configuration. Under the first alternative, ingress to the pool drop-off area would be obtained from the SMC 17th Street driveway and internal roadway behind Structure A, approximately at the same location as the current internal entrance to Lot 8. Egress from the pool drop-off would be onto 16th Street, with movements restricted to right-turns out only. Under the second alternative, the one way flow would be reserved, with vehicles entering the pool drop-off area from 16th street and exiting through structure C.

Phase 2

- Lot 1 Reopening - The new Science Building (currently under construction) will be completed during Phase 2. Upon completion of the Science Building, the 194 parking spaces in the north-south portion of Lot 1 which have been closed during the construction period and used as a construction staging area will be reopened, and the Lot 1 driveway to/from Pearl Street will be reopened for parking access.

Phase 3

- Vehicular Entry to Structures A and B/C - The vehicular entry to the expanded Structure B/C is proposed to be provided via a below-grade connection between the existing SMC signalized driveway at Pico Boulevard opposite 17th Street and the northwest corner of the expanded structure, east of the existing Business Building. The following describes the key elements of this proposal:

    - Close the existing Structure C access at the northwest corner of the structure (the existing Structure C access roadway between the Business Building and the Lot 8/relocated Municipal Pool site would be retained for use as service/fire access).

    - Construct a new structure access below grade, entering from/exiting to the 17th Street driveway beneath a new pedestrian plaza east of the Business Building.

    - Provide 4 traffic lanes (2 inbound and 2 outbound) on the new below-grade access roadway, with a vertical clearance of 8 feet and a 12% maximum slope as the access road drops below grade.

    - Widen the 17th Street driveway by one lane to provide a second inbound lane.

    - Convert the internal access road between Structure A and the Business Building to one way inbound travel from the 17th Street driveway to Structure A and the relocated Municipal Pool drop-off area, and reconfigure to diverge from the downslope portion of the 17th Street driveway and slope back up to grade; this may allow provision of a partially-raised pedestrian bridge between the Business Building plaza and Structure A replacing the existing crosswalk.

    - Close the existing Structure A south exit to the internal access road between Structure A and the Business Building. This exit is currently used by vehicles traveling through Structure A but destined for either Structure C (a move which would not be possible with closure of the existing Structure C entrance) or Lot B (which would be closed).

- Increase the storage capacity in the existing westbound left-turn lane on Pico Boulevard at 17th Street by doubling and extending the lane. This will require the loss of approximately 8 additional on-street parking spaces. Depending upon the standards used, this could also require widening of Pico Boulevard by 2 to 4 feet (which may require ROW dedication from the SMC campus).

The proposed below-grade vehicular access will: provide a more direct access route and additional access capacity to the expanded Structure B/C; *reduce pedestrian/vehicle conflicts at the west Structure A crosswalk* by rerouting existing Structure C inbound and outbound traffic away from this location to the new below-grade access roadway; and eliminate pedestrian/vehicle conflicts at the east Structure A crosswalk by providing a pedestrian bridge. The proposed at-grade plaza above the below-grade access roadway will maintain pedestrian connectivity between the Business Building and the remainder of SMC campus.

Phase 4

No vehicular access/internal circulation improvements are proposed in Phase 4.

Phase 5

- New Interim Surface Parking Lot on Liberal Arts Site - Access will be provided to the new surface parking lot to be constructed on the vacated Liberal Arts Building site via a new driveway from Pearl Street approximately opposite the existing Lot 2 driveway.

Phase 6

- Pico Entry Plaza - Access from Pico Boulevard to Pico Plaza and the below-grade parking garage would be provided via reconfiguration of the existing access point onto Pico Boulevard opposite the 18th Court alley. The following describes the key elements of this proposal:

    - Provide access from Pico Boulevard at the present signalized driveway location opposite the 18th Court alley. The access driveway would provide 4 lanes (2 inbound and 2 outbound), and would turn eastward after entering the campus, utilizing a portion of the area currently occupied by Lot 1.

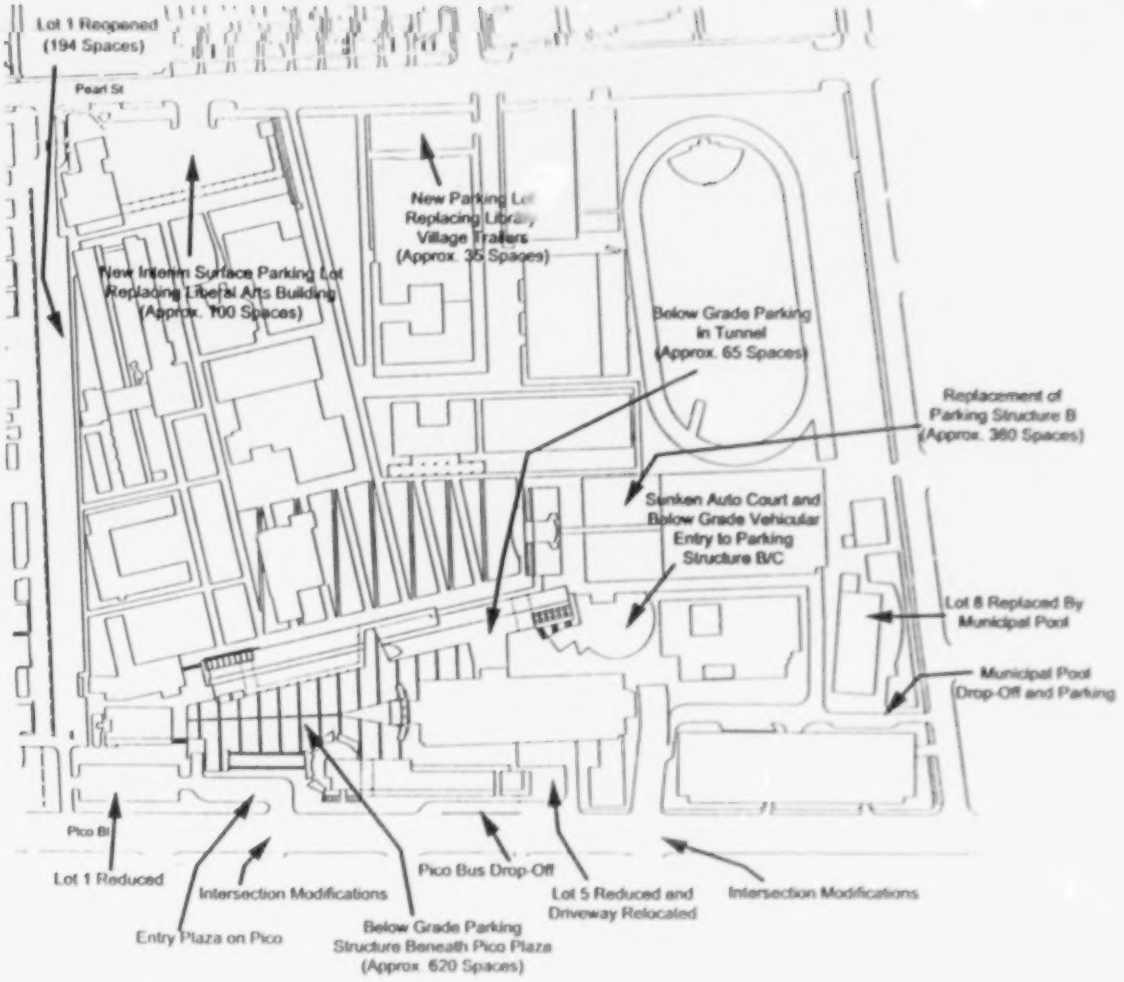
    - Reduce the size of the east-west portion of Lot 1 along Pico Boulevard, and convert this portion of Lot 1 to one-way eastbound travel from the Pico entry plaza to the existing right-turn only exit and connection to the north-south portion of Lot 1 at the eastern boundary of the campus.

    - Provide a 2-lane ramp (1 inbound and 1 outbound) to the below-grade parking structure, with a vertical clearance of 8 feet and a 12% maximum slope as the ramp drops below grade.

    - Increase the storage capacity in the existing westbound left-turn lane on Pico Boulevard at 17th Street by doubling and extending the lane. This will require the loss of approximately 18 additional on-street parking spaces. Depending upon the standards used, this could also require widening of Pico Boulevard by 2 to 4 feet (which may require ROW dedication from the SMC campus). Extending the left-turn pocket would require elimination of existing eastbound left-turn pocket serving traffic turning north onto 19th Street and could require prohibition of left-turns into and out of 19th Street.

- Tunnel Access to Structure C - A single-level below-grade access connection is proposed to connect the Pico Plaza below-grade parking garage with the expanded Structure B/C.

- New Surface Parking Lot on Library Trailers Site - Access will be provided to the new surface parking lot to be constructed in the area currently occupied by trailers between the Library and Pearl Street via a connection to the existing Lot 3 access and thence to Pearl Street.



PROPOSED PARKING AND ACCESS PLAN

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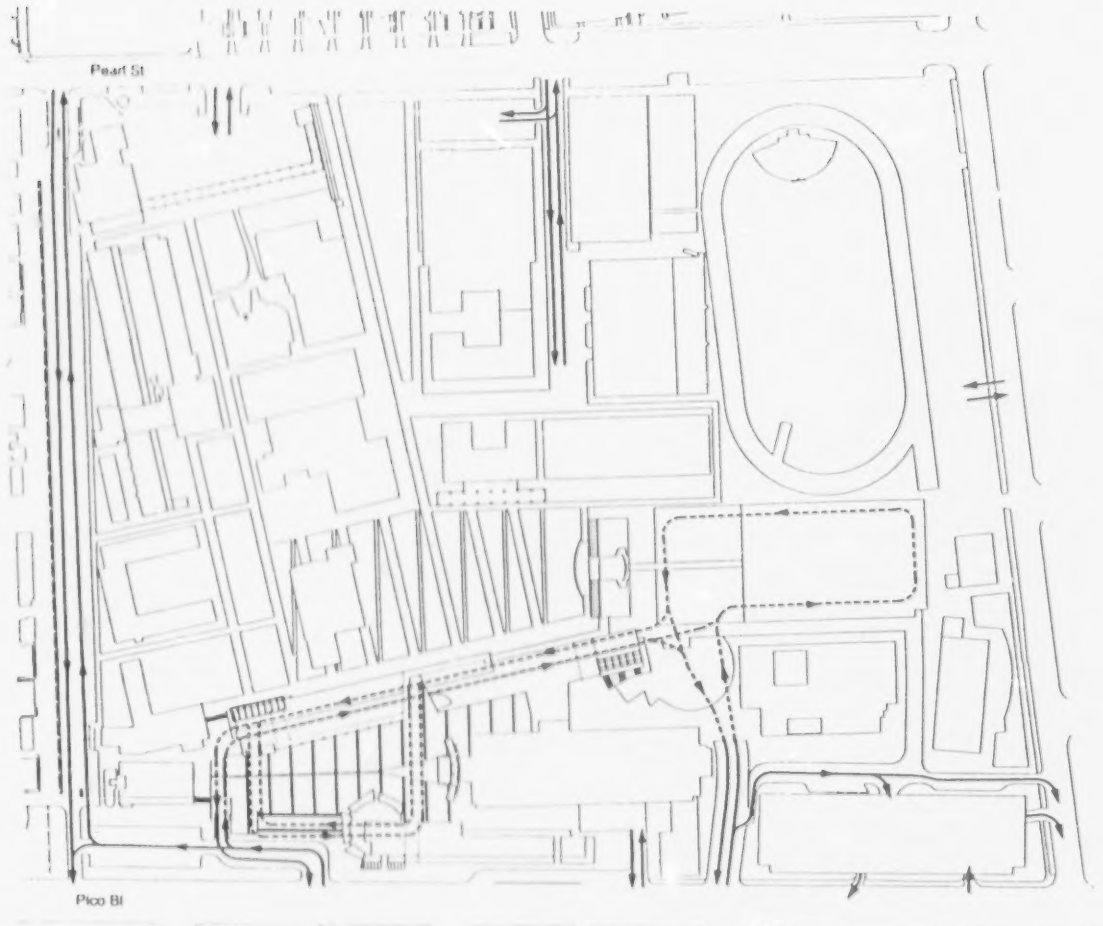


PROPOSED ACCESS AND INTERNAL CIRCULATION PLAN

Proposed Service Plan

Figure D illustrates the proposed service plan. Service would be provided via four primary spines:

- Lot 1 Service Spine - Existing service spine through Lot 1 between Pico Boulevard and Pearl Street, providing service to adjacent buildings along the eastern edge of the campus.

- Cafeteria Service Spine - Existing "L-shaped" service spine through Lot 3 and between the Student Services Buildings and the Library, servicing the Library, various PE buildings, and the Cayton Student Center (including the cafeteria and bookstore). As part of Phase 4, the master plan proposes landscape and aesthetic upgrades to the east-west portion of this service route between the Library and the Student Services Buildings in conjunction with the proposed library expansion. In order to minimize conflicts between service vehicles and pedestrian flows along the north-south pedestrian corridor, to the extent possible, SMC should restrict delivery hours for vehicles servicing the Cayton Student Center (e.g., before 9 AM).

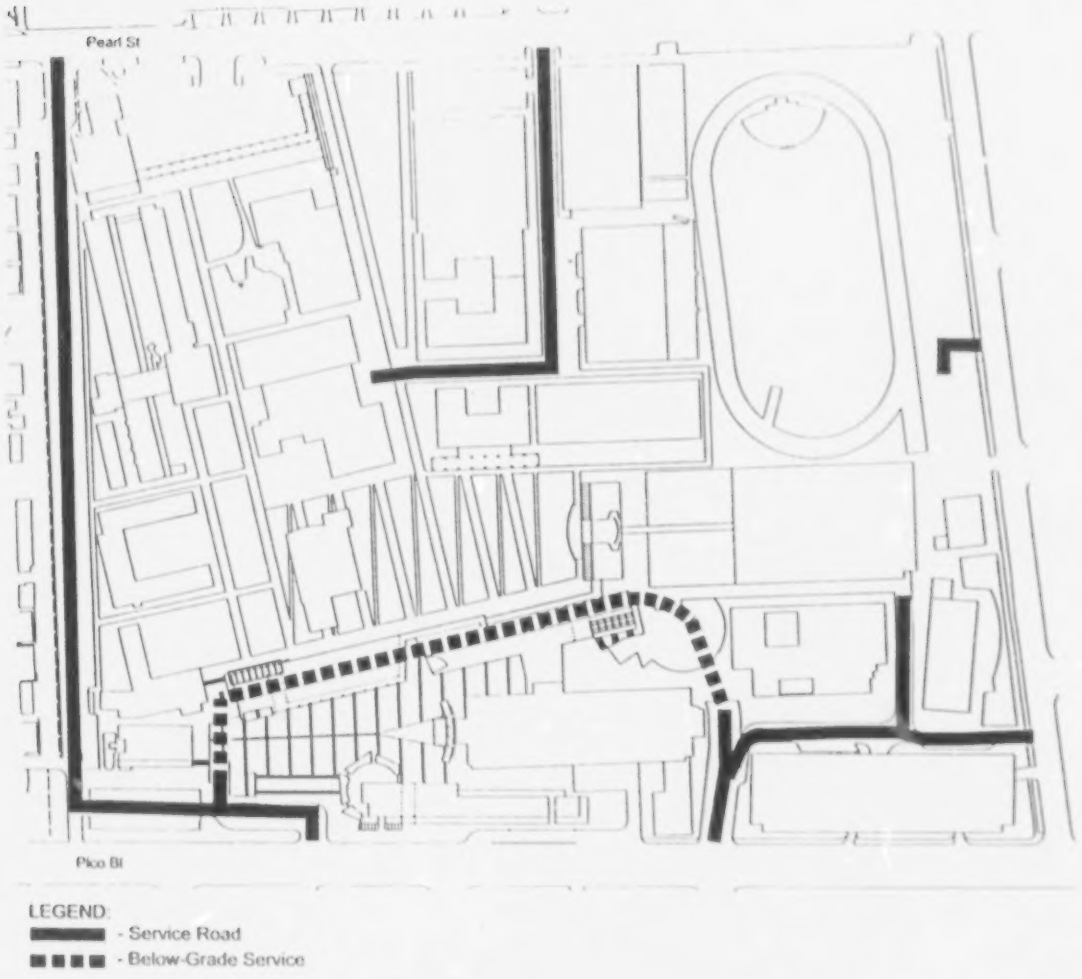
- Business Building/Pool Service Spine - Reconfigured service spine entering from Pico Boulevard via the 17th Street driveway and exiting to 16th Street via the proposed Municipal Pool drop-off area, servicing the Business Building and the relocated pool.

- Below-Grade Service Spine - Below-grade service spine initially utilizing the vehicular entry to Structure B/C constructed in Phase 3 to service the new Liberal Arts Building proposed in Phase 4. The below-grade service spine would be expanded in Phase 6 through the first level of the Pico Plaza below-grade parking structure and the connecting tunnel to Structure B/C, servicing various new buildings proposed as part of Phase 6 (i.e., the consolidated student services/administration building and additional classroom buildings north of the quad).

  Due to constraints posed by the below-grade access design (e.g., 8-foot vertical clearance, 12% access slopes), use of the below-grade service spine would be limited to pick-up trucks, vans, or other trucks no larger than passenger vehicles. Breakdown of deliveries from larger vehicles, if required, would take place at the existing SMC receiving/maintenance area on 16th Street, with loads transferred to smaller vehicles. A similar arrangement would be necessary for trash pick-up.

  Service access for the Main Stage would be at surface using existing roadways and/or pedestrian walkways, as needed, with removable bollards. Service deliveries should be scheduled in such a way to avoid overlapping pedestrian use of the walkways.

  Design of the below-grade areas to accommodate larger trucks would be prohibitively costly and may not be possible given required ramp lengths. Servicing these buildings at-grade would conflict with master plan goals to separate pedestrian and vehicular traffic, and would impact the aesthetics of the proposed internal quad and Pico plaza.



PROPOSED SERVICE PLAN

Proposed Campus Shuttle and Public Transportation

Figure E illustrates the proposed campus shuttle and public transportation plan, while Figure F illustrates existing and proposed bus stop locations. The following summarizes the key elements of the public transportation plan:

- Pico Bus Drop-Off - A bus pull-out will be developed on Pico Boulevard between 17th Street and 18th Street, adjacent to the Technology Building and west of the proposed Pico Entry Plaza. The bus pull-out will serve as a bus stop for Santa Monica Municipal Bus Line (SMMBL) 7 and for the SMC Madison and Airport shuttles. Shelters and other amenities will be provided, with strong pedestrian linkages to the Pico plaza area. SMC will coordinate with SMMBL on the design of the bus drop-off, and will work with SMMBL to encourage improved transit service during college peak periods.

- Madison Shuttle Route - The existing Madison shuttle route would be modified to serve the Pico bus drop-off and the southern portion of the campus. At present, the route travels to the campus via 14th Street and Pico Boulevard, serves the existing Madison shuttle stop adjacent to Structure A, and departs the campus area via 17th Street north. It is proposed that the route be modified to continue east on Pico Boulevard beyond 17th Street, serve the Pico bus-drop, and loop around the campus via 20th Street and Pearl Street back to 14th Street (see Figure E). This will enable riders to access the Madison shuttle at the existing Airport shuttle stop on Pearl Street as well as via the Pico bus drop-off, increasing convenience for shuttle riders.

- Airport Shuttle Route - The existing Airport shuttle route would be modified to serve the Pico bus drop-off. At present, the route travels to the campus via 20th Street from the south, turns west onto Pearl Street, serves the existing Airport shuttle stop adjacent to the Library, and departs the campus area via 17th Street south. It is proposed that the route be modified to continue west on Pearl Street beyond 17th Street and loop around the campus via 16th Street and Pico Boulevard back to 20th Street (see Figure E). This will enable riders to access the Airport shuttle at the Pico bus drop-off as well as via the existing Airport shuttle stop on Pearl Street, increasing convenience for shuttle riders.

Proposed Campus Shuttle and Public Transportation **Figure E**

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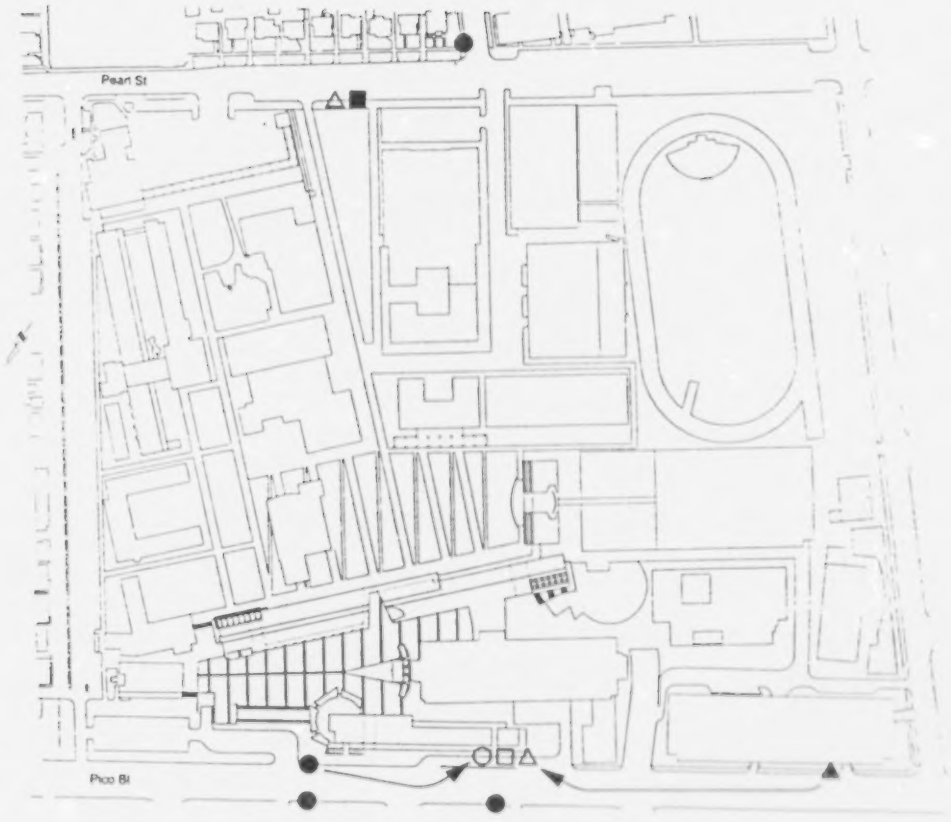

LEGEND:

- ● - Public Bus Stop
- ○ - Relocated Public Bus Stop
- ▲ - Madison Shuttle Stop
- △ - Relocated or New Madison Shuttle Stop
- ■ - Airport Shuttle Stop
- □ - New Airport Shuttle Stop

CAMPUS BUS STOPS

Parking Demand And Trip Generation Estimates

Present Day Parking Demand Model

A parking demand model was developed as an aid in estimating existing parking demands and projecting future parking needs for the main campus. The model was empirically based in that it was developed using estimates of existing campus population and validated against available present day parking demand survey data. Existing peak campus student, staff, contractor, and visitor populations were derived through discussions with SMC staff and Mode choice data (i.e., drive-alone, carpool, transit, bicycle, walk) for staff was obtained from the SMC 1996 Worksite Transportation Plan submitted to the City of Santa Monica and AQMD indicated that the staff average vehicle ridership (AVR) ratio is 1.20. Mode choice data for students was obtained from the most recent available student survey and indicated that the student AVR is 1.33.

Table **C** summarizes the present day peak parking demand model. As can be seen, it is estimated that the main campus currently generates a total demand for about 4,290 spaces during the mid-morning peak. After deducting available parking spaces at the remote shuttle lots (assuming full utilization of these lots), the estimated current peak parking demand to be accommodated in the vicinity of the main campus is approximately 3,585 spaces. It should be noted that these estimates are for early in the semester after student enrollment has stabilized but before students begin to drop classes (enrollment typically declines later in the semester). However, the estimates do not include additional people who may be on campus during the first two to three weeks of the semester who are attempting to enroll but cannot find space in courses.

As indicated on the table, these estimates indicate that there is currently a parking demand deficit of about 310 spaces, even after assuming utilization of existing on-campus spaces and available on-street spaces. The estimated current peak parking demand was then compared to the present peak population to yield an estimated empirical parking demand rate of 0.72 spaces per person.

Future Parking Demand Estimates

The parking demand model was used to develop estimates of future parking need for each phase of the proposed master plan, applying the estimated existing demand rate of 0.72 spaces per person to future peak campus population projections (assuming a population growth rate of 2% per year compounded). Table **D** summarizes this analysis. As can be seen, interim parking deficits (indicating that the net new parking spaces provided would not be sufficient to both accommodate the population increases and eliminate the existing deficit) are projected at the ends of Phases 1 and 2, resulting from both the existing deficit and the temporary loss of parking spaces in Phase 1 prior to construction of new parking facilities in Phases 2 and 3. Cumulative surpluses are indicated in Phases 3, 4, 5, but a new deficit of about 330 spaces is again projected by the end of Phase 6.

This analysis incorporates the following assumptions:

- Existing remote parking lots will continue to be utilized at their current levels, as will available on-street parking spaces.

- Programs and courses equivalent to over 150 population will be shifted from the Main Campus to the Stewart Street Campus upon its opening in February 1998, and the Stewart Street Campus will accommodate the population growth anticipated over the next few years. 300 parking spaces will be provided at the Stewart Street Campus.

- Peak population growth at a compounded rate of 2% per year. This rate is conservative since, although growth on a year-to-year basis can fluctuate, growth has historically been related to state funding levels and has been closer to 1% per year over time. If an annual growth rate of 1% were to be assumed, short-term deficits would still be projected for Phases 1 and 2, but the long-term Phase 6 deficit would be eliminated.

- Continuation of existing parking demand ratio. If the college is successful in encouraging higher use of transit and other alternative modes, the projected parking demands would be reduced. Similarly, parking demands would be reduced if the college uses communications technology to encourage a significant amount of distance learning. As a hypothetical example, the final columns in Table D illustrate the projected long-term parking demand if the college were able to achieve trip reductions equivalent to an increase in staff and student AVRs to 1.50 (consistent with City and AQMD goals) through a combination of increased use of alternative modes and increased use of distance learning. As can be seen, it is projected that the long-term Phase 6 shortfall would be eliminated, with a projected surplus of about 365 spaces.

This suggests that SMC will need to consider both short-term and long-term options to ensure parking self-sufficiency, paticularly if growth rates on the order of 2% per year materialize. In the short-term, temporary parking will need to be arranged during Phases 1 and 2 prior to expansion of Structure C in Phase 3. SMC should also continue to provide remote parking at the Airport and Madison lots with connecting shuttle service, and should continue efforts to encourage its use. In the long-term, buildout of Phase 6 could require construction of a parking structure on the existing Liberal Arts Building site (currently, the plan proposes construction of an interim surface parking lot on this site in Phase 5). Finally, SMC should continue and intensify its efforts to encourage alternative modes of transportation by both staff and students.

Trip Generation Rates

Trip generation rates were also developed empirically for the main campus, based on in/out counts conducted at each of the main campus parking access points during the 1997 spring semester. It is estimated that the main campus currently generates 0.55 inbound and 0.05 outbound trips per parking space during the AM peak hour and 0.185 inbound and 0.22 outbound trips per parking space during the PM peak hour. These rates were used to develop estimates of future traffic volumes at the primary campus access points with the parking and access plan proposed as part of the master plan, to ensure that the proposed access system would provide sufficient traffic capacity.

Santa Monica College Campus Parking Inventory **Table A**

(MAY 1997)

Location	Staff	Reserved	Student	Pay	Handicapped	Total
Main Campus						
Lot 1 [a]	105	7			2	114
Lot 2	106			73	2	181
Lot 3	30	4			3	37
Lot 5	25					25
Lot 6	9				1	10
Lot 8	20		72		4	96
Structure A	80		576		8	664
Structure C	97		734		9	840
Miscellaneous [b]	12	19				31
Total Main Campus	484	30	1,382	73	29	1,998
Satellite Campuses						
Madison Lot	39		243		11	293
Design Center:						
Staff Lot	38				4	42
Student Lot 1 [c]			105		4	109
Student Lot 2 [d]	4		79			83
Airport Shuttle Lot			307		5	312
Gunnel Shuttle Lot			135		6	141
Total Satellite Campuses	81		869		30	980
SMC Total	565	30	2,251	73	59	2,978

Notes:

a. Inventory reflects loss of 194 spaces in Lot 1 due to Science Building construction.

b. Miscellaneous surface spaces including 12 staff spaces along Structure A, 6 van spaces behind the Student Services Building, 8 reserved spaces adjacent to the Maintenance Building, and 5 contractor spaces adjacent to the facilities trailers.

c. Student Lot 1 is located adjacent to the Design Center on the west.

d. Student Lot 2 (triangular lot) is located west of Student Lot 1.

Main Campus Building and Parking Phasing Analysis

Table B

Phase/Plan Element	Building Area (gsf) [a]				On-Campus Parking Spaces (Main Campus)				Street Parking Loss [b]	Comments
	Demolish	New	Net New	Cumulative Total	Loss	Gain	Net New	Cumulative Total		
EXISTING [c]				650,000				1,998		
PHASE 1 (Completion 1998)										
1 Pico Bus Drop-Off					25				5	Loss of Lot 5 (worst case)
2 New Municipal Pool*		8,000			101	12				Loss of Lot 8 & 5 contractor spaces
3 Demolition of Existing Pool & Natatorium	3,600									
4 Media Center Repair**										
Total-Phase 1	3,600	8,000	4,400	654,400	126	12	(114)	1,884	5	
PHASE 2 (Completion 1999)										
5 New Science Building**		109,000				194				Reopening of Lot 1 north/south strip
6 Relocation of Science Village	46,800									
Total-Phase 2	46,800	109,000	62,200		-	194	194		-	
Total-Phases 1 & 2	50,400	117,000	66,600	716,600	126	206	80	2,078	5	
PHASE 3 (Completion 2000)										
7 Replacement of Parking Structure B***						380				Structure C expansion
8 Vehicular Entry to Structures A & B/C***					4				6	W/new sunken auto court & business plaza
Total-Phase 3	-	-	-		4	380	376		6	
Total-Phases 1 through 3	50,400	117,000	66,600	716,600	130	586	456	2,454	13	
PHASE 4 (Completion 2001)										
9 New Liberal Arts Building***		36,000								
10 Main Quad (approx. 60' x 150')										
11 Library Expansion**		20,000								
12 Upgraded Service Road Adjacent to Library					10					Loss of portion of Lot 3
13 Boulevard Phase I (S. Quad to Library)										
Total-Phase 4	-	56,000	56,000		10	-	(10)		-	
Total-Phases 1 through 4	50,400	173,000	122,600	772,600	140	586	446	2,444	13	
PHASE 5 (Completion 2002)										
14 Demolition of Liberal Arts	36,000									
15 Replace Liberal Arts w/Surface Parking						100				
16 Boulevard Phase II (Library to Pearl)										
Total-Phase 5	36,000	-	(36,000)		-	100	100		-	
Total-Phases 1 through 5	86,400	173,000	86,600	736,600	140	686	546	2,544	13	
PHASE 6 (Completion 2003 & Beyond)										
17 Pico Entry Plaza (approx. 150' x 350')									18	W/new Concert Hall entry
18 Pico Plaza Below-Grade Parking					90	620				Loss of Lot 6 & portion of Lot 1; revised access to Lot 1
19 Tunnel Access to Structure C						65				
20 Consolidated Student Services/Administration		78,000								W/pedestrian access tower to Pico below-grade parking
21 Additional Campus Buildings: North of Quad		130,000								
22 Additional Campus Buildings: South of Quad		45,000								
23 Landscape Improvements on Campus										Open spaces/gardens/connections
24 Demolition of Various Buildings & Trailers	61,400									Administration, amphitheater, PE annex, bleachers, ESL
25 Surface Parking on Library Trailers Site						35				
26 Pico Boulevard Streetscape Project*										
Total-Phase 6	61,400	253,000	191,600		90	720	630		18	
Total-Phases 1 through 6	147,800	426,000	278,200	928,200	230	1,406	1,176	3,174	31	
GRAND TOTAL-PHASES 1 THROUGH 6	**147,800**	**426,000**	**278,200**	**928,200**	**230**	**1,406**	**1,176**	**3,174**	**31**	

Notes

* City of Santa Monica project

** College project not related to Master Plan (data estimated)

*** FEMA project

a. Does not include parking area.

b. Loss of on-street parking spaces along Pico frontage due to Pico bus drop-off and dual left-turn lanes.

c. Existing parking total includes 1,967 spaces in official main campus surface lots and structures, plus 31 miscellaneous surface spaces on main campus.

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TABLE C
PRESENT DAY PEAK PARKING DEMAND MODEL
SANTA MONICA COLLEGE MAIN CAMPUS

	Students	Staff, Visitors, Etc.	Total	
Total Present Parking Space Requirement For Main Campus				
Present Peak Campus Population [a]	5,228	772	6,000	people
People During Peak Load (adjusted for absentee) [b]	4,850	772	5,622	people
People Not Requiring Parking [c]	1,203	129	1,332	people
Total Peak Parking Demand for Present Population	3,647	643	4,290	spaces
Present Parking Space Requirement On/Near Main Campus				
Peak Parking Demand for Present Population	3,647	643	4,290	spaces
Spaces Available in Remote Lots [d]	705	-	705	spaces
Peak Parking Demand on/near Main Campus	2,942	643	3,585	spaces
Existing Parking Supply & Demand Analysis				
Peak Parking Demand on/near Main Campus			3,585	spaces
Existing Parking Spaces on Main Campus [e]			1,998	spaces
Other Parking Opportunities [f]			1,275	spaces
Current Available Parking Supply on/near Main Campus			3,273	spaces
Current Parking Deficit (Demand Less Supply)			312	spaces
Parking Factors for Planning				
Total Spaces per Person			0.72	spaces/person

Notes:

a. Peak time is during spring and fall semesters in mid-morning (e.g., 10:30 am). Does not include an additional 750 people who may be on campus during the first 3 weeks of the semesters attempting to enroll.

b. Absentee adjustment assumed as 9% of students enrolled in class.

c. Passengers in rideshare vehicles, transit riders, bicyclists, persons walking, etc. Adjustment based on AQMD/City TMP submittal for staff and most recent survey for students.

d. Existing student parking spaces in Airport, Gunnel, and Madison remote shuttle lots.

e. Current inventory as of May, 1997. See parking inventory table.

f. Unrestricted street parking including 100% on Pearl, 50% on non-residential streets, and 45% on non-preferential residential streets. The latter is based on City criteria for allowable usage of non-preferential residential streets as set forth in the FEIR for Expansion of Sunset Park Preferential Parking Zone L (10/96): 70% maximum utilization allowed less 25% assumed ambient base residential-related daytime utilization in residential areas).

PARKING SUPPLY AND DEMAND ANALYSIS BY PHASE
(Assuming 2% Annual Peak Population Growth) [a]

Phase	Peak Campus Population		On-Campus Parking Spaces (Main Campus)				Total Parking Spaces [c]		Parking Supply/Demand Analysis (Existing Parking Ratio) [d]			Supply/Demand Analysis (1.50 AVR Equivalent) [e]	
	Net New Persons [a]	Cumulative Campus Total	Loss	Gain	Net New	Cumulative On-Campus Total	Remote & Off-Site Supply [c]	Cumulative Total Supply	Net Demand	Cumulative Demand	Cumulative Surplus/ (Shortfall)	Cumulative Demand	Cumulative Surplus/ (Shortfall)
EXISTING [b]		6,000				1,998	1,980	3,978		4,290	(312)	n/a [f]	n/a [f]
PHASE 1 (Completion 1998)													
Total-Phase 1	120	6,120	126	12	(114)	1,884	2,280	4,164	86	4,376	(212)	n/a [f]	n/a [f]
PHASE 2 (Completion 1999)													
Total-Phase 2	122		-	194	194				88				
Total-Phases 1 & 2	242	6,242	126	206	80	2,078	2,280	4,358	174	4,464	(106)	n/a [f]	n/a [f]
PHASE 3 (Completion 2000)													
Total-Phase 3	125		4	380	376				90				
Total-Phases 1 through 3	367	6,367	130	586	456	2,454	2,280	4,734	264	4,554	180	n/a [f]	n/a [f]
PHASE 4 (Completion 2001)													
Total-Phase 4	128		10	-	(10)				92				
Total-Phases 1 through 4	495	6,495	140	586	446	2,444	2,280	4,724	356	4,646	78	n/a [f]	n/a [f]
PHASE 5 (Completion 2002)													
Total-Phase 5	129		-	100	100				93				
Total-Phases 1 through 5	624	6,624	140	686	546	2,544	2,280	4,824	449	4,739	85	n/a [f]	n/a [f]
PHASE 6 (Completion 2012)													
Total-Phase 6	1,451		90	720	630				1,045				
Total-Phases 1 through 6	2,075	8,075	230	1,406	1,176	3,174	2,280	5,454	1,494	5,784	(330)	5,087	367
GRAND TOTAL-PHASES 1 THROUGH 6	2,075	8,075	230	1,406	1,176	3,174	2,280	5,454	1,494	5,784	(330)	5,087	367

Notes:

a. Future population growth assumes 2% per year growth rate, compounded over 15 years.

b. Existing parking total includes 1,967 spaces in official main campus surface lots and structures, plus 31 miscellaneous surface spaces on main campus.

c. Includes ~300 spaces at Stewart Street campus available in February 1998. Assumes continued use of existing remote shuttle parking lots (705 spaces at Airport and Madison) and 1,275 available on-street parking spaces. Does not include 234 existing spaces at Design Center campus.

d. Assumes continuation of existing mode split levels. Parking demand based on empirical existing ratio of 0.72 parking spaces per person.

e. Assumes trip reductions resulting from increase in staff and student use of alternative modes (ridesharing, transit, bicycle, etc.) and increased use of communications technology for distance learning, equivalent to AVR increase to 1.50 combined. Parking demand based on 0.63 main campus parking spaces per person.

f. Potential future trip reductions from increased use of alternative modes and distance learning affect long-term, not short-term, parking demands.

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APPENDIX A: INFRASTRUCTURE IMPACT ASSESSMENT TECHNICAL REPORT

Prepared by Psomas And Associates
December 24, 1997

Executive Summary

The proposed concept plan for the Master Plan Summary Report was prepared by Gensler and utilized for this utility assessment exercise.

The proposed structures will be constructed in phases approximately occurring at the north end of the college site paralleling Pico Boulevard from 16th Street to 18th Street. During Phase Three of the Master Plan, construction will include a new driveway beginning at the prolongation of 17th Street on Pico Boulevard, at grade, and proceeding southerly between the existing Technology and Business Buildings sloping downward approximately eleven feet below grade to a subterranean level of a circular auto court area and a new parking structure addition to the existing parking structure south of the Business Building.

Our investigation revealed that the existing utilities affected by this phase of construction will include domestic water lines, storm drain lines, sanitary sewer lines, natural gas lines, telecommunications lines, and electrical lines (see enclosed exhibits).

During Phase 6 of the Master Plan, construction will include a tunnel connection (eleven feet below grade) that will connect the Phase 3 and Phase 6 Parking Structures. The tunnel connection begins on the easterly side of the circular auto court area and proceeds easterly to the Phase 6 Parking Structure located at the present Administration Building Site fronting Pico Boulevard. This parking structure will have a bottom level 22 feet below Pico Boulevard's elevation.

Our investigation revealed that the existing utilities affected by this phase of construction will include domestic and fire water lines, storm drain lines, sanitary sewer lines, natural gas lines, telecommunications lines, and electrical lines (see enclosed exhibits).

Purpose

The purpose of this Technical Report is to assess the impact of the proposed concept plan on the existing utilities in the area and recommend mitigation measures for continued service to the existing buildings and new service for the proposed buildings. Also, a cost estimate has been prepared for the proposed work.

Exhibits

Psomas and Associates has prepared existing (shown red) and proposed (shown blue) utility drawings, with the proposed improvements overlaid (shown green), at a scale of 1" = 100'. The drawings will highlight re-routing locations of existing utilities and new service locations. The following is a listing of drawings by utility type:

1. Domestic Water and Fire Water Lines
2. Sanitary Sewer Lines
3. Storm Drain Lines
4. Natural Gas Lines
5. Electrical Lines
6. Telecommunication Lines

Domestic Water and Fire Water Lines

A. An existing 6" Fire Water Line will be impacted, approximately at the location of the interface between the easterly end of the connection tunnel and the entrance of the Phase 6 Parking Structure.

We recommend that approximately 150' of new 6" Fire Water Line, within a 10" diameter steel sleeve, be constructed under the proposed tunnel connection. This work should be completed before structural footings for the tunnel connection are in place.

However, an alternate construction could be through the structure, if provided for in the structural plans. This method probably will require coordination with other utilities in the structure and will be an unsightly annoyance. Coordination problems during design and construction are costly and far outweigh the extra cost for 50 feet of additional steel water pipe and 100' of steel sleeve that will be required for the recommended alternative.

B. An existing 4" Domestic Water Line will be impacted by the construction of the downward sloping driveway from Pico Boulevard between the Technology Building and the Business Building. The existing 4" line serves the Business Building from the northerly side.

We recommend that approximately 150' of 4" Domestic Water Line be re-routed to the west around the proposed driveway and reconnect to the existing 4" line on the northerly side of the Business Building.

C. An additional existing 4" Domestic Water Line, which serves the existing swimming pool complex, will be impacted by the construction of the downward sloping driveway.

We recommend abandoning this water line since the pool complex is being relocated.

Sanitary Sewer Lines

A. The proposed structures will impact the existing 8" sewer service to the existing Business Building on the Eastside of the building.

We recommend that approximately 435' of new 8" sewer service be constructed parallel to the southerly face of the Business Building flowing westerly and connecting to the existing 8" sewer main in 16th. Street. Three sewer manholes will also be constructed.

B. The proposed tunnel connection will impact an 8" north to south gravity sewer main approximately 100' easterly of the circular ticket booth area. The existing elevation of the sewer line is approximately a minus 10' from the Pico Boulevard elevation. The tunnel connection elevation is approximately a minus 15' to clear the footings.

We recommend that approximately 420' of 8" gravity sewer main be constructed under the tunnel connection footings to a lift station (pump station) and re-connect to the existing 8" sewer main with approximately 10' of 8" pressure line immediately south of the lift station.

C. The proposed Phase 6 Parking Structure will impact an 8" north to south gravity sewer main approximately bisecting the Parking Structure.

We recommend that approximately 680' of 8" gravity sewer main be re-routed around the easterly side of the Phase 6 Parking Structure. Six manholes shall be required.

Storm Drain Lines

A. The proposed sloping driveway from Pico Boulevard, between the Business and Technology Buildings, will impact a south to north flowing 12" storm drain, approximately 7' deep.

We recommend that a new south to north flowing 12" storm drain be constructed to intercept drainage on the westerly side of the sloping driveway. The new drain will intercept an 8" existing west to east flowing storm drain running parallel to the Business Building on the northerly side of the building. The new 12" storm drain will connect back to the existing 12" storm drain at Pico Boulevard with a new manhole.

B. The Phase Three and Six Structures will impact an existing east to west flowing 12" storm drain.

We recommend constructing three systems to replace the impacted storm drain.

The first will be a 12" storm drain constructed on the northerly side of the Technology Building intercepting drainage between Pico Boulevard and the Technology Building.

The second will be a 12" storm drain constructed on the southerly side of the Technology Building intercepting drainage between the Technology Building and the proposed tunnel connection. The total length of the first and second systems is 550'+400'+140' = **1090'**, terminating at a new storm drain manhole at Pico Boulevard.

The third system will be a 12" storm drain connecting to the existing 12" storm drain immediately south of the Phase Six Parking Structure, and terminate at a new manhole located at an existing 48" storm drain in Pico Boulevard

Natural Gas Lines

An existing north-south 4" natural gas line will be impacted by the proposed structures from approximately Pico Boulevard (running between the existing Business and Technology Buildings) to immediately south of the Proposed Phase 3 Parking Structure.

We recommend the re-routing of the removed existing 4" line, mentioned above, from Pico Boulevard running immediately south of the sloping driveway, and continuing southerly through the Proposed Phase 3 Parking Structure, and connecting back to the existing 4" gas line immediately south of the Proposed Phase 3 Parking Structure.

Approximately 700' of new gas line will be re-installed, including re-establishing existing services to the Business and Technology Buildings.

Telecommunication Lines

The proposed Phase Three and Phase 6 Parking Structures will impact an existing Telecommunications Line starting from the southerly side of the Proposed Phase 3 Parking Structure, running northerly within the driveway prolongation of 17th. Street to approximately the southerly side of the Technology Building, then easterly parallel to the southerly side of the Technology Building, to 100' beyond the existing amphitheater. At approximately the amphitheater location, the subject Telecommunications Line separates into two lines, one running northeasterly to 18th. Street, and the other running southerly around the existing amphitheater.

The project team recommends that the impacted portions of the above mentioned existing lines be removed and/or abandoned in place as required. A new Telecommunications Line, consisting of approximately four 4" ducts containing the required Telecommunications Lines, will be installed paralleling the southerly side of the Proposed Structures. Starting from the existing Telecommunications Line at the south side of the Proposed Phase Three Parking Structure, and ending at the existing Telecommunications Line near the northeast corner of the Proposed Phase 6 Parking Structure. The approximate length of the new line is 1267 feet.

Electrical Lines

Approximately four existing lines will be impacted by the Proposed Phase 3 and Phase 6 Parking Structures, including many other lines not detected by existing documents or surveys.

We recommend that a budget line item be included with this Master Plan Summary Report, however, this level of planning cannot determine, with any degree of accuracy, the electrical line locations and requirements until a design level effort is made.

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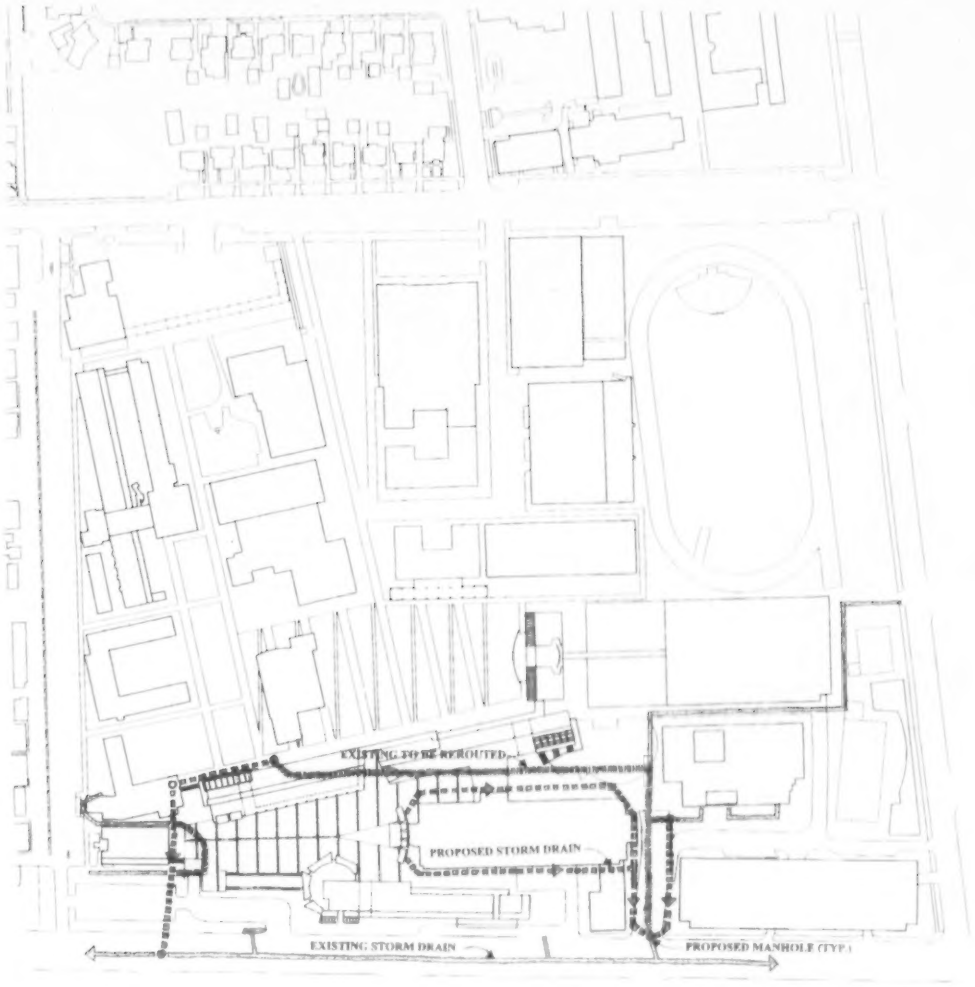

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APPENDIX B: LANDSCAPE PALETTE OPTIONS

Zone 1- The Entry Plaza

Landscape Palette Options

Eucalyptus Trees

Lemon Scented Gum	*Eucalyptus cinerea*
Sugar Gum	*Eucalyptus cladocalyx*
Spotted Gum	*Eucalyptus maculata*
Red Spotted Gum	*Eucalyptus mannifera maculosa*
Red Ironbark	*Eucalyptus sideroxylon*

Small Bosque-type Trees (near parking lot)

Carob *Ceratonia siliqua*	
Indian Laurel Fig	*Ficus microcarpa*
Carolina Laurel Cherry	*Prunus caroliniana*
Brazilian Pepper Tree	*Schinus terebinthifolius*

Zone 2 - The Main Campus Quad

Landscape Palette Options

Vertical Hedgerow Plants

Western Red Cedar	*Cedrus ____*
Italian Cypress	*Cupressus sempervirens*
Lombardy Poplar	*Populus nigra 'Italica'*
California Laurel	*Umbellularis californica*

Informal Quad Trees

California Sycamore	*Platanus racemosa*
Coast Live Oak	*Quercus agrifolia*
Cork Oak	*Quercus suber*
Interior Live Oak	*Quercus wislizenii*
California Pepper Tree	*Schinus molle*

Eucalyptus Trees

Lemon Scented Gum	*Eucalyptus cinerea*
Sugar Gum	*Eucalyptus cladocalyx*
Spotted Gum	*Eucalyptus maculata*

Red Spotted Gum	*Eucalyptus maculifera maculosa*
Red Ironbark	*Eucalyptus sideroxylon*

Zone 3 - Library Square

Landscape Palette Options

Palms

Canary Island Date Palm	*Phoenix canariensis*
Date Palm	*Phoenix dactylifera*
Mexican Fan Palm	*Washingtonia robusta*

Small Flowering Trees

Gold Medallion Tree	*Cassia leptophylla*
Jacaranda	*Jacaranda mimosifolia*
Crape Myrtle	*Lagerstroemia indica*
Southern Magnolia	*Magnolia grandiflora 'Victoria'*

Zone 4 - Campus Boulevard

Landscape Palette Options

Regular Bosque - Canopy Trees

Camphor Tree	*Cinnamomum camphora*
Rubber Plant	*Ficus elastica*
California Pepper Tree	*Schinus molle*

Boulevard Linear Trees

Kaffirboom Coral Tree	*Erythrina caffra*
London Plane	*Platanus acerifolia*
California Sycamore	*Platanus racemosa*
Cork Oak	*Quercus suber*

Zone 5 - Department Courtyard Areas

Landscape Palette Options

Street Tree or Canopy Trees (entrance drive trees)

Southern Magnolia (to match existing trees)	*Magnolia grandiflora*

Palms

Canary Island Date Palm	*Phoenix canariensis*

Small Flowering Trees

Gold Medallion Tree	*Cassia leptophylla*
Lily-of-the-Valley Tree	*Clethra arborea*
Crape Myrtle	*Lagerstroemia indica*
Golden Trumpet Tree	*Tabebuia chrysotricha*

Zone 6 - Perimeter Landscape

Landscape Palette Options

Street Trees or Canopy Trees (perimeter)

Southern Magnolia (to match existing trees)	*Magnolia grandiflora*

Small Bosque-type Trees (near parking lot)

Indian Laurel Fig	*Ficus microcarpa*
Carolina Laurel Cherry	*Prunus caroliniana*
Brazilian Pepper Tree	*Schinus terebinthifolius*
Brisbane Box	*Tristania conferta*

Palms

Guadalupe Palm	*Brahea edulis*
Pindo Palm	*Butia capitata*
Mediterranean Fan Palm	*Chamaerops humilis*

Zone 7 - Connections

Landscape Palette Options

Regular Bosque - Canopy Trees

Camphor Tree	*Cinnamomum camphora*
Kaffirboom Coral Tree	*Erythrina caffra*
Rubber Plant	*Ficus elastica*

Project Team

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